

# MANUFACTURERS' RECORD.

A WEEKLY SOUTHERN INDUSTRIAL, RAILROAD AND FINANCIAL NEWSPAPER.

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## Manufacturers' Record.

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BALTIMORE, OCTOBER 6, 1899.

### Satisfactory Results.

The Aultman Company,  
Engineers, Founders and Machinists,  
Canton, Ohio.

September 20, 1899.

Editor Manufacturers' Record:

We have revised all of our contracts, except the one with you, so that they expire January 1. In the case of the Manufacturers' Record, will say that the results from our advertisement have been very satisfactory, and that we will advertise with you as long as we do with anyone, and we are willing to contract with you until January 1, 1901, whenever your representatives are in position to take the matter up.

Yours very truly,

THE AULTMAN COMPANY.

### Men Wanted Who Know the Business.

The construction of new textile mills in the South would be more rapid than even it is today if enough experienced men could be obtained to take charge of the various departments. It is only natural that local investors should prefer men whom they know in such responsible positions as superintendent and foremen. At present there is an opportunity for young men who have the technical education to obtain lucrative positions in the Southern States, for the demand is much greater than the supply.

Although the technical schools now in existence in the South are doing a great work, anyone familiar with the situation will acknowledge that others could be established, for the field is much greater than can be filled by those now in existence. Every legitimate movement fostering technical education in either individual institutions or as branches of colleges now in existence should receive hearty encouragement by Southern people, for this means an additional incentive to local capitalists to further develop the textile industry.

As an illustration of the necessity of more experts in the South, the News and Observer of Raleigh, N. C., states that the knitting mill which it is proposed to construct in that city would be capitalized immediately if those interested in the movement could secure a man in the vicinity who understood this business from a mechanical standpoint. The feeling is not confined to

Raleigh, but extends into all of the Southern States.

### High-Price Cotton and Big Grain Crops.

The one thing which has been lacking to make well-rounded and general prosperity for the South—prosperity for the farmers as well as for the manufacturers—has come. The advance in cotton, if the price ruling today holds, as it probably will, means that Southern farmers will receive at least \$75,000,000, possibly \$100,000,000, more for this year's crop than for that of last year. This means a great deal to the South; in fact, to the whole country. The addition of \$75,000,000 to \$100,000,000 to the value of the South's cotton, the production by the country at large of about 2,500,000,000 bushels of corn, or about 300,000,000 bushels more than the largest crop ever before raised, the high prices which cattle-raisers are getting and the enormous demand for all kinds of agricultural products by reason of the general employment of the people at good wages, are factors in the business situation which must have a very telling effect. The fluctuations of call money for stock speculation in New York count for but little as against these solid facts. The farmers this year are going to be prosperous. Last year Western farmers were in good shape and Southern farmers were trying to get on solid ground by close economy. This year Western farmers, with their magnificent corn crop and a fair wheat yield, added to higher prices for live-stock, will be in clover, and their Southern brethren will wind up the season with less debt and more spending money on hand than for some years. Add to these facts that every railroad is taxed to its utmost; that the iron trade is crowded as never before, with sales a year ahead at magnificent profits; that nearly all other branches of trade are doing equally as well, and we have a uniform condition of activity and prosperity such as has not been seen for a long time.

### Increase of Exports of Manufactured Products.

The value of exports of manufactures in the eight months ending with August were \$45,000,000 greater than in the corresponding months of last year, an increase of 22 per cent. During the first eight months of 1899 the export of manufactures averaged more than \$1,000,000 per day, including Sundays and holidays, the total for the 243 days being \$246,228,916, while in the same months of last year the total export of manufactures was \$201,444,606. Of this increase in exports of manufactures, iron and steel forms the largest export item, the total value of iron and steel and their manufactures exported in the eight months ending with August being \$68,008,071, against \$52,925,082 in the corresponding months of last year. Cotton manufactures also show a gratifying increase, the exports of the eight months of 1899 being

\$16,861,022, against \$12,877,088 in the corresponding months of last year, while the exports of refined or manufactured mineral oil amount to \$35,744,586, against \$31,353,057 in the corresponding months of last year. The gain in exports of manufactures is especially gratifying, as it indicates that while advancing prices have restricted the exportation of some articles, the development of our exports is broadening sufficiently to more than offset the decrease in some lines by an increase in others.

### To Encourage Wheat-Growing

The Greenville News of Greenville, S. C., is strongly advocating wheat-growing in South Carolina, and as an earnest of its purpose has contributed \$100 towards a fund of \$1000 to be offered in prizes for the best yield from certain areas of farm land. With the extensive home market for breadstuffs and other food offered by the manufacturing communities in the Carolinas, it would seem that the farmers would have sufficient encouragement to increase their acreage of wheat, corn and vegetables without additional inducement, but the enterprise shown by the News is extremely commendable, and the Manufacturers' Record is glad to note that the movement is being encouraged by manufacturers and the business men, who are contributing liberally to the fund. As an instance of what can be done in wheat-growing in this vicinity, a tract of twelve acres recently yielded thirty-two bushels to the acre, of which 125 bushels were sold at \$1.25 a bushel and the balance utilized for the planter's family and hands on his farm.

### Why Not Wait and See.

Austin, Texas, Sept. 28.—Some citizens from Paris, Texas, are here today consulting with the attorney-general relative to the taking of legal steps to suppress the oil trust now forming in North Texas with New York capital behind it.

This trust was recently organized in New York with several millions capital stock to control oil fields of Texas, and they have begun their active operation along the line of buying up all the oil wells of the State. The Paris people are being surrounded now by the fetters of the trust, and they want to shake loose before it is too late; hence their appeal to the attorney-general to take immediate action.

Suppose the "trust" does purchase the wells and invest several million dollars in them, as inferred in the above dispatch, what does it mean? One result is the distribution of this amount of money among the owners of the oil wells, who, in turn, will disburse it in various ways. They are at liberty to develop additional oil wells, to erect factories, to place their money in manufacturing or other business enterprises where it will do as much good or more than when tied up in the oil industry alone. Judging from past experience, another result of the operations of the "trust," to use the term in the dispatch, will be the opening up of additional territory, the installation of additional and improved machinery in

the territory it has entered, the establishment of more stations for the sale of oil in various Texas towns and the sale of the product at perhaps a price considerably lower than the people have been paying. This has been the case in many other portions of the United States where the "trust" has entered new territory, and there is no reason why it will not be repeated in Texas. Is there anything injurious in such a policy which is detrimental to the interests of North Texas? Are such "fettters" so binding that the attorney-general should be called upon to loosen them? Would it not be well to wait a little and see how the purchase of the oil territory really affects this portion of the State before taking such action as may deter capitalists in general, to say nothing of the oil company, from investing in it?

### Good Advice.

Mr. T. J. Skaggs, general secretary of the Texas Real Estate Association, recently visited one of the new towns in the State, and in an address made some remarks which are well worth considering by town-builders generally. They include the following:

I notice you need a bank here mighty bad, and there are many other things you need. A first-class hotel wouldn't detract any from your town. I fear that your people are making the blunder some other towns have made, namely, wait for the railroads, the press and a handful of progressive citizens to build a good town and present it to you on a silver tray. You people must remember that this is a day of strong competition in town-building as well as in other lines; and only those places which are wide-awake and well organized can expect to survive. I know of one town in Texas which the Santa Fe road is absolutely carrying on its shoulders, as it were, and I hear it already suggested in rumblings that the road is growing weary over the selfishness thus manifested by a people who practically acknowledge their prosperity as coming from the pay-rolls of the road. The time has come to arouse to action in the business world of Texas all along the line.

### Time To Be Cautious.

The South may have eight-cent cotton and it may not. The crop may be one-third less than last year, or it may not. No matter what the price and what the profit, this is the time for the Southern people to exercise caution. One of the great dangers in the rise in cotton is the wholesale tendency to speculate. Many a planter in the past has lost the opportunity to come out at the end of the year with no indebtedness and a balance to his credit by taking the profits of his yield and speculating in futures. Where he may gain in one instance he may lose in nine. The old saying that "a bird in the hand is worth two in the bush" is very applicable at this time to the Southern planters and business men. The Manufacturers' Record's advice to planters would be to follow the plan of first paying their debts and relieving themselves of the heavy annual interest charges, and with the balance purchasing what modern farm implements are needed, repairing their homes,



barns and fences and preparing for another profitable crop next year by setting apart a generous acreage for grain and other foods and keeping the cotton area limited. It is astonishing how easily a man can work when relieved of the burden of years of debt. With cotton high in price, this is the opportunity to pay debts, not to incur a greater load by plunging into speculation.

Bradley county, Tennessee, has set an example in the way of an improvement which is well worthy of emulation throughout the South. The board of road commissioners has decided to construct ninety-five miles of macadam or gravel roadbeds, and will receive bids for the purpose at Cleveland, Tenn.

### THE SOUTHERN OUTLOOK.

#### What Other Bankers Say About the Business Situation.

[Continued from last week.]

#### Outlook Most Gratifying.

Berney National Bank, Birmingham, Ala.: "This section is enjoying its full share of prosperity. Business of this section is, of course, chiefly and almost entirely manufacturing and mercantile. There has never been a time in the history of Birmingham when business has been so good and on such a substantial basis. All lines of business are prospering; wages are good; merchants are doing well, and the outlook for the future is most gratifying."

#### Not Getting a Share.

Jas. M. Bohart, cashier People's Bank, Bentonville, Ark.: "Our people in this part of the State (the northwest part) are engaged almost wholly in agricultural pursuits and fruit-raising. You ask, 'Is your section sharing in the general prosperity of the country?' I would say that if there is a 'general prosperity' prevailing we are not getting our share in this part of the country, because none of the articles that we produce here can be put on the market for the price we are compelled to take for them. You can't raise corn, wheat, oats, horses, mules, hogs or cotton here for the price we sell them at, and it is worse in the cotton region, and whatever little appreciation there has been in prices lately for farm products has been more than offset by the very much higher prices we have been compelled to pay for all manufactured articles. On account of high tariffs and consequent trusts, as a result, a great many of our farmers are in debt, and however frugal and economical they may be, they are not able to enjoy very many of the luxuries of life. It is true that by a rigid economy and by the practice of self-denial they get along, but take it all around, they are not in as good fix, financially, as they were eight or ten years ago. Land and stock and other chattel property that I regarded as good security then I do not so regard now. I am not a pessimist, but I think what apparent prosperity we have is unnatural, abnormal, and consequently short-lived."

#### In a Prosperous Condition.

J. B. Anderson, cashier Exchange National Bank, Tampa, Fla.: "The city of Tampa ten years ago was a town of about 6000 population, with no internal improvements whatever; now we have a population of at least 30,000. We have two trunk lines terminating in this city. We have over thirty miles of electric street railway. We have a complete system of sewerage. We have over ten miles of streets paved with vitrified brick, and expect to pave at least twice that length within the next year or two. We have a first-class gas plant, two electric-light

plants and a large first-class brewery and forty-eight cigar factories. Many of them are very large, employing anywhere from 400 to 600 operatives. We have one of the largest and best equipped hotels in the world. We have an appropriation from the federal government to deepen the channel up to the docks in the city, and we have an appropriation also from the federal government to erect a public building to cost at least \$500,000. We have a port a little way from the city of Tampa proper, reached by railroad as well as by water, and we have the finest harbor, the Tampa bay, to be found from Boston to Galveston. I mention these to indicate to you the progress and developments that have been made during the period of time mentioned, and we believe that we have even greater things for our city in the future. The principal industry of Tampa is that of manufacturing cigars. This industry alone, when all of the factories are running with full force, disburses anywhere from \$50,000 to \$70,000 per week in wages. Tampa is the main shipping point for the bulk of oranges in this section of the State; also a large shipment of fish are made from here daily the year round with the exception of six weeks, the period prohibited by law. In a few words, the city of Tampa is in a very prosperous condition. Our people are happy and very hopeful. The entire southern part of the State of Florida is in a better condition now than it has ever been, and with the new life and more money that is coming in here every year this extreme southern portion of the United States is rapidly becoming the garden spot of the world."

#### Better Than for Many Years.

First National Bank, El Paso, Texas: "No manufacturing or farming carried on in this section, but business, generally speaking, is better in this section than for many years previous."

#### Never so Flourishing.

Second vice-president First National Bank, Birmingham, Ala.: "As far as the Birmingham district is concerned, the writer has no hesitation in saying that, in his opinion, and as far as he knows, in the opinion of everyone, business of all kinds, mercantile and industrial, was never in so flourishing a condition or on so firm a foundation as at present. With iron nearing \$20 per ton, with new industries approaching completion that will consume a large proportion of our iron production, with the largest coal output in our history, and with an advance of 25 to 50 per cent. in the wages of labor during the past eighteen months, it would seem that we are getting our share of the general prosperity of the country. The farmers in our vicinity have been unfavorably affected by the low price of cotton which has prevailed for the past three years, but they have lived economically; have diversified their crops to a certain extent and are feeling happy over the prospects of better prices this fall."

#### Mills Taxed to Full Capacity.

Bank of Morgan City, La.: "Whilst the planters are set back in the yield of cane acreage, caused by the heavy winter of '98 and '99, they are nevertheless in a fair way of making a splendid crop. The summer months have been more or less favorable towards filling the cane with saccharine, and now the cooler dry weather is rapidly ripening the cane for the grinding season, soon to begin. From observation the corn crop seems to be a little above the percentage of last year's yield, the cobs being full and of sound grains. There never was such a good demand for lumber and shingles as at present, and the mills are taxed to the full capacity to keep up with orders, and are commanding good prices. Timber is nat-

urally in strong demand, and prices for same are higher than they have been since '85 and '90, but owing to the 'water hyacinths' that fill the navigable streams and bayous a great deal of the profit of timber is taken away from both the saw mills and the timbermen. Financially, our neighborhood does not appear to suffer, although money is always in strong demand, and at good prices, and banks have as much as they can do to attend to the wants of customers. Deposits were never as good as at present, and have been for the whole year. Failures are practically unknown, and but for the 'Blunt' quarantines all of us would carry a 6x8 smile on our countenances."

#### General Prosperity Being Felt.

Steffens & Lowdon, Abilene, Texas: "The general condition of the country is satisfactory, and while the farmer is short on the cotton crop, he is gainer in the price of both staple and seed, while the corn and feed crop is very large—an important item in this section, there being considerable stock farming. These items, with the good demand for stock at an excellent price, have placed this section on a solid footing. It is generally conceded that the farmer is less in debt than usual, as last year and the year before were very good, and placed the majority of them on a cash basis; hence the merchant is relieved of a great burden in carrying large amounts on his ledger. To sum it up as a whole, the gradual prosperity for the last few years is being felt in the mercantile, industrial and manufacturing interests."

#### In a Healthy State.

Arkansas Bankers' Association, Hope, Ark.: "The present condition of the mercantile and industrial business of our section is quite promising. Our manufacturing interests are in a healthy state, and steadily gaining ground. The prosperity of our farmers, compared with that of recent years, is far greater than they have experienced for a long while. They have traded less on credit the present year than formerly; their cotton is bringing good prices; they have more money than they have been accustomed to having, are speedily getting out of debt and are on the up-grade generally."

#### Indications Most Flattering.

Polk County National Bank, Bartow, Fla.: "As to the state of business in our section, it is better than at any time for the past four years. Bank deposits are double what they were twelve months ago, and with the opening of new phosphate mines, employing much additional labor, and general good crops, the indications for a long and prosperous business season are most flattering. We have already had our annual year's supply of rain, with three months yet to hear from. This encourages our orange-growers to believe that a warm winter is in store, which will rapidly restore the already promising groves to their former prestige. Many are even setting out new groves, counting upon a succession of warmer winters. Several turpentine and naval store companies—at least five—have recently located near here, and others are prospecting for locations. Our people are all at work, and money circulates freely."

#### Farmers Nearer Out of Debt.

Cashier Waco State Bank, Waco, Texas: "This portion of Texas is purely an agricultural country, and cotton the chief product. As is known, the depressed condition of the cotton market for several years has had its bearing upon general business. This year the yield is not as large as was expected, but better prices of late has a cheerful effect upon farmers, and, despite the drawbacks above mentioned, it is a gratifying fact that farmers, by practicing economy, are nearer out

of debt and therefore in more solvent and hopeful condition than ever before. The few manufacturing industries we have are in very healthy condition and doing well. In a business and financial way, our jobbers are doing a splendid business, and money is plentiful, with lower interest than in past years. On the whole, I should say that while this section has not shared the phenomenal prosperity of some other portions of our common country, yet we have had more undesirable and less promising conditions than exist now."

### THE BROWN-ORE REGION.

#### Great Activity in Ore Lands and Furnace Operations.

[Special Cor. Manufacturers' Record.]  
Anniston, Ala., October 2.

In an interview Capt. T. G. Bush, the president of the new Alabama Consolidated Coal & Iron Co., states that work on the company's furnaces and on the enlargement of its mining operations is being vigorously pushed, and that the furnace at Ironaton now being relined will be put in blast in about fifteen days. This furnace has a capacity of about 175 to 200 tons of iron a day. The other furnace at Ironaton and the one at Gadsden are being thoroughly overhauled. The changes and repairs will be finished in about sixty days and the furnaces started up immediately thereafter. An enormous new stockhouse, which gives 100,000 tons additional storage capacity, has just been completed at Ironaton, and immense stocks of ore, limestone and coke are being accumulated at both Ironaton and Gadsden in preparation for the early blowing in of the furnaces. Inexhaustible fields of high-grade brown hematite ore surround the Ironaton furnaces, and they are being worked by two huge steam shovels, besides by many private contractors. Three large washers are pushed to the full capacity. The company owns extensive fine red hematite ore properties very convenient to its Gadsden furnaces, and at Birmingham large forces of miners are engaged in raising the ore for the Gadsden furnaces. The Alabama Consolidated has recently bought the "Priors" and the "Hematite" brown-ore properties in Polk county, Georgia, and Cherokee county, Alabama, just north of this city. They aggregate some 1700 acres, and are famous for the quantity and quality of the ore. The company will begin to work these banks extensively at once. In his interview Captain Bush remarked that the acquisition of the ore properties last mentioned left nothing to be desired by his company. It owns no "dead" property whatever, and its possessions include everything necessary to the manufacture of iron or the sale of coal, coke, ore and much else of a similar nature. There is brown ore at the Ironaton furnaces and red ore at the Gadsden, and when desired each furnace can supply the other with ore for mixing purposes at little cost or inconvenience. Then there is more red ore in abundance on the Gate City properties, Birmingham, near the Mary Pratt furnace, and more brown ore in abundance on the properties recently purchased. Just north of this city, between the Ironaton and Gadsden furnaces, the company has its own magnificent limestone quarries, which are now being extensively worked. At Brookwood it has inexhaustible mines of exceptionally fine coking coal, its coal lands covering 32,000 acres. Two massive new seams were discovered about two weeks ago, and are now being developed. The company intends building 400 or 500 additional coke ovens during the winter. The Gate City property of the company contains fine red ore, brownstone, chert, sand for glass-making and several bold artesian wells. Plans are



now being considered for furnishing the city of Birmingham with water for domestic purposes from Gate City's artesian wells, which will be purer and of greater volume than that now procurable from Cahaba river. The Gate City sand has been shipped extensively to other places for glass-making, and the officials of the company contemplate inducing the establishment of a glass factory upon the property. The Alabama Consolidated officials are getting their vast and valuable properties in excellent shape, and all departments promise to be soon yielding handsome profits. The furnaces will have an annual capacity of about 175,000 tons of iron.

There is much activity in mineral properties and the famous brown hematite ore lands in this section. The two Woodstock Iron Works' furnaces, right in the city, are idle, but will be put in blast within the next few weeks. Large forces are now engaged in accumulating stocks of ore and limestone. While the furnaces will, it is understood, be put in blast shortly, there is much doubt as to who will operate them. The present preparations are being made by the New York owners, but there are also two different parties of local capitalists and iron men who are making strong efforts to lease or buy the furnaces and mineral lands of the company for the purpose of operating them. Something more definite will probably be known within the next ten days.

Pittston and Birmingham parties, composing the Alabama Iron Co., have leased, with an option of buying, the Langdon iron furnace and brown-ore lands at Langdon, north of this city, on the Southern Railroad. G. Chisolm of Birmingham is president of the company, and Thomas Ford of Pittston, Pa., treasurer. The company will mine the ore extensively, increasing the daily output at once from 125 to 500 tons. Two washers are already on the property, but a third will be built at once, and all three operated to their full capacity. The furnace, which has been idle for several years, is out of date and in bad repair, but if the company buys it, as it intends doing, the furnace will be overhauled and rebuilt at once and put in blast.

The furnace at Jenifer, twelve miles south of Anniston, which has just been overhauled and changed from charcoal to coke, is being stocked up, and the owners expect to put it in blast in about two weeks. The magnificent brown ore around Jenifer is also being mined and shipped on a large scale to other furnaces.

The fine brown-ore lands at Iron City, fifteen miles east of Anniston, which B. M. Markstein & Co. have been working for two years past, shipping ore to various furnaces, have been bought by the Sloss Iron & Steel Co. of Birmingham, which will work them even more extensively.

W. A. Scarbrough has recently sold some splendid brown-ore lands just north of Iron City to W. A. Ohrman of Russellville, who will open and develop them.

Some unusually large and important transactions in brown-ore lands have occurred in the northern portion of this, Calhoun county, and in Polk county, Georgia, and Cherokee county, Alabama, which adjoin. J. D. Lacy & Co. of Chicago have bought the Oredell property of 1200 acres for \$60,000, and the Wilson's Ridge property of 450 acres for \$8500. They will mine and sell ore. The Sloss Iron & Steel Co. of Birmingham bought 1000 acres of the Marsh Mining Co. for \$50,000. The Augusta Mining Co.'s ore property of 2000 acres was sold for \$100,000 to Eugene Zimmerman, who recently bought the Cedartown, Talladega and Decatur furnaces, Birmingham & Atlantic

Railroad and valuable ore and coal lands. Henry F. De Bardeleben of Birmingham has bought 5000 acres of fine brown-ore lands in the same vicinity.

Many other ore and furnace deals are said to be on in this district. The high price of iron and the wonderful richness of the brown hematite ore of this section make the furnaces and the ore lands both very desirable. The ore is in great demand not only by the nearby furnaces, but is being mined and shipped in large quantities to those farther away from many mines in and near this city, in addition to those mentioned.

Forty acres of land, said to be rich with barytes, on the Southern Railroad, fifteen miles north of this city, has been bought by the Bell Mining Co. of Piedmont, which is reported to have already refused \$35,000 for its purchase. The barytes will be mined and shipped to Northern furnaces and laboratories.

The Hercules Soil Pipe Works, recently bought by the Hercules Iron & Supply Co. of Boston, of which Henry C. Weeden is president, was started up this week, after an idleness of about six months. The company has orders for several months ahead, and the plant will be operated to its full capacity. About 150 men will be employed.

Cleveland (Ohio) and Fort Wayne (Ind.) parties, who are rolling-mill men of experience and capital, have about consummated a deal for the purchase of the Anniston Rolling Mills, which have been idle for the past three years for the lack of men of capital and experience to operate them. The prospective buyers contemplate enlarging and improving the plant until it is one of the largest and best in the South.

Second Vice-President Register and Secretary Schumacker of the Central Foundry Co., while in the city a few days since gave orders for doubling the capacity of the Tyler Soil Pipe Works here, which are owned by that company, and work on the enlargement has already been commenced. The present buildings will suffice, but the officials will recommend that the buildings be immediately doubled in size also, which will quadruple the present capacity and necessitate the employment of some 400 men. A big increase of wages was ordered to go into effect this morning, which makes a total increase of 20 per cent. in the last few months.

F. F. STOCKTON.

#### DEMAND FOR TRANSPORTATION.

##### A Feature of Iron Production at Birmingham.

[Special Cor. Manufacturers' Record.]  
Birmingham, Ala., October 3.

The market last week was about the same as that of the preceding week—that is, quiet and firm. Some No. 2 foundry went at \$18.50, but only in a retail way, and with conditions as to terms and delivery that commanded a premium over market price. This is not an unusual thing in the prevailing condition of the market, but should not be quoted as the market. There were plenty of sales from \$17.50 to \$18, and the bulk of sales were at \$18 and less. The market is strong enough as it really is, and needs no exaggerated reports to bolster it up. It has strength enough to sustain itself. There was a lack of large orders on the market, but there was a flow of small and medium-size orders that made a good volume of business. Prices, as a rule, were at top quotations, for this character of trade wants delivery as near as they can secure it. One interest reported that they had no regular schedule of prices, but acted on each order according to its merits, and of these they were the sole judges. Under such circumstances only a mind-

reader could procure the facts and details of transactions. Their exactions are the result of the peculiar conditions of the market, and inseparable from it. Fresh export business continues to be "nil." The iron in warrant yards continues to be drawn upon, and though stocks there are simply nominal, they bid fair to be literally cleaned out before December.

Complaints of scarcity of cars to promptly move ore and coal at the mines are increasing, and in some cases operations have been suspended, as the supply of cars regulates output. If this complaint is current now, what will it be as the season advances? The statement was made some time ago that the production of material, crude and manufactured, was increasing at a rate much more rapidly than transportation to move it. It requires only a simple calculation of material produced and the counting of means to handle it to impress one with the idea that a car famine is ahead of us, and not in the remote future, either. The trading in ore and coal lands still continues, but it is simply impossible to report transactions, as one side or the other has special reasons for securely guarding them from publication. Your correspondent knows of several properties in course of treaty on which prospective buyers hold options. After the option comes the expert investigator, and then the adaptation of means to an end in the utilization of the option. Until the whole scheme is concluded one can have no definite opinion as to results.

The Halle Manufacturing Co. of Chicago has selected a site here, and will erect a mill for the manufacture of sash, blinds, doors, etc., as well as a general planing mill. There are other industries prospecting, with every indication of locating. The contract for equipping the Highland Avenue line with electricity has been given to a Chicago firm, and work will be commenced at once.

Some of the ore properties east of us, of which mention has been made, are being developed, and the machinery necessary thereto has been purchased and shipped. There has never been a time in the history of the district when its productive capacity was so actively attacked as now. And this year will show a greater output from mine and factory than ever before.

The minor industries are still crowded with work, some of them working double shifts. The carpenters' strike has been ended, and now everything is running smoothly, with a promise of no further interruption to improvements in progress. When that feeling possesses those who have been contemplating them we will be chronicling their inauguration. The auditorium has been completed at last, and we now have the largest and best-equipped hall in the State.

J. M. K.

#### Eastern Iron Markets.

[Special Cor. Manufacturers' Record.]  
Philadelphia, Pa., October 3.

The reports today from all iron offices confirm all that has been said concerning scarcity of iron and steel and advancing prices. There is nothing clear in the situation. Buyers are standing between two fires—halting between two opinions as to what is best to do under the situation. Never in the history of the trade was there so much iron and steel contracted for as now, and never has there been as much work in sight; never as great an enlargement in progress, and never a brighter outlook. Actual business at present of restricted proportions because of oversold furnaces and mills. There is an undertone of apprehension as to the continuance of present conditions. All other booms have had their collapses, but it is probable that this boom will last for years. The expansion of iron and steel

capacity, rapid as it is, will not overtake demand for a good while to come if indications are to be trusted. An enormous railroad and trolley-line development is at hand. Steel rails are advancing, and are \$36 for standard, with a chance of reaching \$38. Inquiries are now on hand for 40,000 tons, including two or three lots wanted in foreign countries. Rail-makers look for a very active movement between now and December.

Old rails were never in as great request as now. Prices have ballooned up to \$26, and even then the supply is far behind demand. Holders are being importuned to pull up their old rails and put down new ones, but the rail mills are not in a position to make an immediate exchange.

Scrap has gone up several dollars a ton, and there is a scramble for it. Steel axles bring \$20; iron, \$28; No. 1 railway scrap \$25, six months ago \$14; old car wheels \$21, and heavy steel scrap \$19; machinery scrap is \$17.50. Steel mills have instructions out to gobble up everything that can be had, and business is booming in that line.

In finished products there is a standing line of orders at all mills awaiting acceptance. Business would be one-third greater if orders could be accepted. Steel billets are slow to come, and consumers are barely able to keep going in some cases. Today's quotations are \$40 to \$41.

Bar iron is selling at 2.20 for refined, 2.25 for tested, 2.40 to 2.60 for special steel bars, and there is more buyers than sellers. Several mills refuse to take more business. Sheet iron and corrugated material are in excellent request. Buyers of roofing material are very importunate just now. Deliveries are aggravatingly slow.

Merchant steel is very strong, but the oversold condition of mills gives the market a quiet look. The consumption of merchant steel has increased 30 per cent. in six months. Plate iron and steel is the most active on the list, and there is more trouble to get an order placed than for any other product. Plates are 3 to 3.10 for quarter-inch boiler plate, and some makers have willingly paid this week 3½ for stuff. Fire-box orders and charcoal fire-box are both wanted fast. Locomotive builders are buying heavily, and car builders are placing orders this week for next April delivery.

Structural material is high and scarce, and needy buyers are crowding prices up on themselves. About 2½ to 2¾ are the average prices.

There is danger threatening the market. No. 1 pig iron is close to \$25, and forge is snapped up at \$20. Shops are not well supplied with material.

Engineering plants are getting more work than they can comfortably handle. It comes in, and the managers must do the best they can with it.

#### The Heavy Demand for Coal and Coke.

Mr. F. M. Jackson, general manager of the Alabama Consolidated Coal & Iron Co., which was recently acquired by a syndicate of Baltimore and New York capitalists, in a letter to the Manufacturers' Record says:

"It will probably be of interest to you to know the unusual demand for coke for export purposes. We are today refusing an order for a minimum of 2000 tons of coke a month from Mexico for October, November and December shipment, and I could get \$3.50 per ton for it. We are refusing orders from every direction. We cannot begin to keep up with our coal orders, and are very much behind with our customers. In the face of the fact that I have advanced the price of black-smith coal from 35 per cent. to 50 per cent., the orders continue to pile up on



us, and we are today behind at least twenty cars in shipping this product. We now have virtually a car famine. The Birmingham Mineral Railroad was 120 cars short in filling orders today and yesterday. We are having difficulty in getting cars enough to load our coke, and have about ten or twelve loads on the yard ready to be shipped, but no cars. These facts give you some idea of the wonderful increase of business in this district."

#### At Two States' Boundary.

[Special Cor. Manufacturers' Record.]  
Bristol, Tenn.-Va., October 2.

The Bristol Loan & Trust Co. has applied for a charter in Tennessee. The company is capitalized at \$100,000. The incorporators are Frank P. Harmon, Jno. H. Caldwell, E. W. King, Ed. Lockett, A. P. Moore, A. D. Reynolds and H. H. Haynes. The company has for its purpose the organization of a bank and the conduct of a safe deposit trust business.

Bristol is now connected by long-distance telephone with Knoxville, Chattanooga, Atlanta and other cities South.

E. J. Bird, Sr., of Ironton, Ohio, and E. L. Harper of New York, the latter a member of the Union Steel & Chain Co., were at Big Stone Gap, Va., last week, and are having the furnace there repaired prior to putting the same in blast as soon as necessary repairs can be made.

The Virginia & Southwestern and Big Stone Gap & Powell's Valley railways will, it is said, erect a substantial depot at Big Stone Gap for the joint use of these two roads. The Virginia & Southwestern Railway has contracted for the laying of several additional side-tracks at the latter place, the increase of its traffic there demanding the same. This road has just completed a two-mile branch road from Moccasin Gap, a station on the main line, to a fine rock quarry in Scott county, from which will be taken the limestone for use at Bristol's big furnace, which, it is understood, will go in blast about the middle of this month.

#### Growth of Little Rock.

[Special Cor. Manufacturers' Record.]  
Little Rock, Ark., September 29.

The progress of Little Rock, Ark., in commercial and manufacturing lines, as well as railroad construction, is attracting merited attention throughout the country. The bank clearings for September were \$1,312,025.79, being an increase over the same month for last year of \$294,059.49. Freight receipts were 3647 cars, an increase over the same month last year of 868 carloads; freight shipments 1919, an increase over last year of 717 carloads. Number of real-estate transfers in September ninety-eight, an increase of forty-one over September last year, with aggregate value of \$69,478. This means only transfers filed for record, and mostly suburban property sold to mechanics.

The cotton receipts for September were only 6933 bales, as against 14,365 bales for last September. This is an evidence of the short crop, but as the growers are receiving about two cents per pound more than last year, they are netting more money than the larger crop brought them.

Of the \$100,000 bonus required to secure the Arkansas Northern Railroad, \$52,000 had been subscribed up to the 29th of September. XX.

#### Inquiring About Tale.

Mr. W. A. Blair, vice-president of the People's National Bank of Winston, N. C., writes as follows to the Manufacturers' Record: "Can you kindly give me any information about persons who buy tale or are interested in its mining? I wish to know where mines are located,

where the tale is sold, and what price is received."

#### Poor's Manual of Railroads.

Poor's Manual of Railroads, issued yearly, has been for so many years the standard authority in the financial world that it may be said to stand alone in this respect. Each year finds departments added which are of special value to all interested in not only railroads, but the great corporations of the country in general. Its statistics relative to mileage, earnings, expenses, financial and physical condition are complete and correct, and represent a vast amount of labor in compilation. In spite of the many changes which have occurred within the last few years, caused by the purchase of lines of various companies, the Manual has corrected its information to the time of publication, and one of its notable features has been histories of the larger systems, invaluable to attorneys, investors and others who are compelled to trace railway lines which have been absorbed by others and have been merged into systems.

The Manual for 1899 contains the usual statements showing the mileage, equipment, financial condition, etc., of the railroads in the United States as a whole; also in the various groups of States, with comparisons of the results of operation for 1898 and 1897. It also includes statistics of mileage and equipment for the series of years from 1880 to 1898, of passenger and freight traffic and earnings of groups of States from 1896 to 1898; also gross and net earnings, revenue, interest and dividend payments of the various lines during the same periods. One feature of this year's Manual consists of maps of the principal railway systems, revised to the time of publication. The maps indicate the great changes which have been made by consolidation, by purchase and in other ways within the last few years. In the department relative to general corporations the history and financial statement of a number recently organized will be noted.

Two Chums, the story of a boy and his dog. By Miss Minerva Thorpe. Publishers, Laird & Lee, Chicago. Price \$1.

In this book, which is bound in an original way, and well illustrated, making it suitable for a holiday present, the young folks are given an exquisite tale of pure and wholesome adventures. A little waif from the Ardennes forest region, on the French-Belgian frontier, obeys the last wish of a dying grandmother by crossing the big pond in an emigrant ship on a quest after more or less mythical relatives. He reaches New York with sixty-five cents and his beloved dog Jock, a St. Bernard of unusual devotion and intelligence. What fate is that of the two friendless chums in a foreign land is told in a bright, natural style, and with touches of real sentiment. This is a remarkably fine story that ought to be read extensively, and is sure to please parents and children alike.

The output in the Joplin (Mo.) district during the nine months ended September 30 was 392,117,550 pounds of zinc and 35,235,218 pounds of lead ore, valued in all at \$8,589,351. The increase in production over that of the same period in 1898 was 31,935 tons of zinc, though the production of lead fell off 3071 tons. The increase in value of sales was more than \$3,000,000.

A board of trade has been organized at Moundsville, W. Va., with the following officers: President, Thomas Scott; secretary, W. O. Ewing; first vice-president, W. D. Alexander; second vice-president, M. F. Cox; treasurer, Charles E. Woodburn.

#### NATIONAL EXPORT EXPOSITION.

Plans Well Worked Out for the Display at Philadelphia.

The plans for the Philadelphia Exposition, which opened its gates to the public on September 14, and which will remain open until November 30, were laid a long time ago. The Commercial Museum of Philadelphia, which devotes itself to enterprises meant to encourage and foster the foreign trade of the country, held a commercial congress in this city two years ago. The meeting was attended by delegates from a number of Latin-American countries. A banquet held in the Bourse at the conclusion of the sessions was attended by President McKinley and many prominent personages, including the members of the diplomatic corps, who had come on from Washington and appeared at the dinner in their native regalia. After the congress had ended a tour of the country was arranged for and the delegates, or all of them who cared to accompany the party, were escorted through the principal industrial centers of the country, visiting plants, inspecting factories and enjoying the hospitality of trade bodies and commercial organizations, which was lavishly bestowed. The delegates having returned home, the Museum began making its arrangements for another meeting which would bring together representatives from other parts of the world, as well as from Spanish America, and it was proposed that there should be held in Philadelphia at the same time an exposition of manufactured goods. The foreign delegates and other visitors would find grouped together here all the principal articles which the manufacturers of the United States were prepared to sell to the outside world.

This naturally was a very large undertaking, calculated to tax the facilities of the Museum to the last limit. It was by no means a simple matter to finance such an enterprise. The exposition had to be planned, contingent, of course, upon large appropriations from some source, and these were not forthcoming all at once. A loan bill, in which a sum was set aside for the Museum, had been passed by the Philadelphia city councils and ratified by the people, but it was "hung up" in the courts. It was desired that Congress should make an appropriation from the federal chest, but the bill did not make its way through both houses at Washington until last spring, when \$350,000 were granted to the exposition, \$50,000 outright for a government exhibit and \$300,000 conditional upon the collection of a like amount from other sources. The city loan was then got out of the judicial entanglement in which it long had been, the Pennsylvania State government made a small subscription, and some funds privately obtained at last made the federal appropriation available to the exposition management.

In the meantime the Franklin Institute of this city, which has conducted a number of expositions in Philadelphia, merged its efforts with the Museum's, and the two organizations have since been working along hand in hand. The Institute had planned to hold an exhibition here on its own account to illustrate recent progress in the textile industries, but the conditions of trade were at that time so unfavorable that the originators of the project were glad to listen to and accede to the Museum's proposition that the two movements should be put into harmony ready for a united effort in 1899.

The appropriations of money having been received so late, great activity had to be used to get the buildings ready by the appointed time. The Museum had a tract of land in West Philadelphia on the

Schuylkill river, near the University of Pennsylvania's group of buildings, which had been donated to it by the city through the indefatigable efforts of the late Dr. William Pepper, the first president of the Museum. Although it has an area of sixty acres, it was low, marshy and unimproved land, a most unlikely place for an exposition site. The contracts were let, however, and the builders were put under penalty to complete their work by a certain date. The foundations being in place, the upper part of the structures was reared in short order. The main building, which is 1000 feet in length by 390 feet in breadth, is the principal building on the grounds. It is an immense place, composed of three separate pavilions, which are connected by long arcades. It is made of glistening white "staff," ornamented with statuary and plastic work in the same material. By day it is gaily decorated with flags and by night its general form is marked out by myriads of electric lights. It was found advisable to erect two supplementary buildings, one the agricultural implement and vehicle building, to accommodate the exhibits in these branches of industry, and the other the transportation building, a train shed under which locomotives, passenger and freight cars and electric street railway cars are run in order to be conveniently exhibited. There is beside an esplanade running down from the entrance gates to the principal entrance of the main building, on either side of which are several small buildings and booths hired out to concessionaries. These run restaurants, Oriental theaters and animal shows such as adhere nowadays to all American expositions. It corresponds on a small scale with the Midway Plaisance at Chicago.

Despite the fact that the time at the disposition of the management was short, the opening took place according to schedule on the 14th of September. Much still remained to be done on that date, but the buildings were finished except for a few of the booths on the Midway, and invitations were sent out by the thousand to the dedicatory exercises. These drew very large crowds of people to the main building, in which there is a great auditorium, said to contain 6000 people. This was crowded to the doors, while many could not get inside the enclosure. The Marine Band was present from Washington, and a large chorus of voices trained for the occasion also contributed music to the exercises. Addresses were made from the stage by Governor Stone of Pennsylvania, the mayor of Philadelphia, Congressman Hepburn of Iowa, Dr. Wm. P. Wilson, the director of the Commercial Museum and the director-general of the exposition, and others. Nearly all found their texts in the recent advances made by the United States in the export trade, and predicted that the exposition would be a potent influence to promote this development still farther in the future.

For ten days after the opening, however, there was little to be seen or heard but busy mechanics and the din of their hammers and saws. All expositions are likely to be late, but there were a great many annoyances to exhibitors and spectators during the early days of this one. The power-house was so incomplete that exhibitors of operating machinery met with delays, electric-lighting installations were behindhand, so that exhibits could not be illuminated at night. The rain came through the roof of the agricultural-implement building, and the walks, except on the esplanade, were still beds of soft red clay. Those who did open out their exhibits found that they were liable to be clambored over by mechanics who were behind with their work, and there was dust constantly arising from the opera-



tions of several hundred laborers and from the smokestacks of locomotives, which were still running trains of freight and material directly into the main building.

Now all this is changed. Inside there is comparative order in all parts, though an occasional exhibit is not yet in place. The railway track has been floored over, looms and other machines are in operation, and there is a marvelous display of manufactured products, an inspection of which cannot fail to entertain and instruct the visitor. Exhibitors who do not come forward to claim their space find that others are ready enough to take it. Thus when the Carnegie Steel Co., which was expected to make a large exhibit, announced that it would not be represented at the exposition, a large iron and steel firm in Eastern Pennsylvania very promptly engaged the area, and it is the same story in regard to other delinquent firms.

Outside the main building and in the grounds remarkable progress has been made also. Roads and walks have been leveled up and stoned, trees have been planted, attractive beds of flowers laid out and the slopes sodded on every side. On the Midway there is loud competition among the tooters of horns who wish to lead the public to patronize their various attractions, and the exposition is now the assembling-place for many thousands of people each afternoon and evening not only from Philadelphia, but from other parts of the country, enjoying excursion rates over the railways. The admission fee during the day is fifty cents, at night and on Saturdays twenty-five cents. The largest crowds attend, of course, when the admittance is twenty-five cents. It is felt by many that this should have been the regular fee, and it is likely that it may be lowered later in the season. At any rate, there will be in all likelihood a large number of "special days," when lower prices will prevail, and when very much larger crowds will pass through the gates.

The exhibit of foreign samples on the second floor of the center pavilion is one of the leading features of the exposition. A considerable sum of money was appropriated by the national government for the collection of these articles as a method of educating the public in regard to foreign markets. The exhibit was to include samples of all kinds of foreign goods which are now sold in foreign countries, no matter from what producing center they emanate, whether England, Germany, France, Belgium or any other trade rival of the United States. The Commercial Museum had already made large collections of samples of this kind, and it sent out a number of agents a few months ago to continue the work. A delegation of officers of the institution went to China, Japan and Australia; a commissioner went to Europe and another to South America. The resulting display, though late in being arranged, will be found to be of considerable interest to anyone who is studiously inclined. It is not a collection of material which can be appreciated by everyone, and it requires a certain amount of technical knowledge to go through the aisles if one is to understand and enjoy it all. The exhibit of foreign-trade samples includes a general assortment of textiles, hardware and ironmongery, leather goods, lamps, glassware, etc., and a large number of commercial charts hung upon the wall give the pavilion the appearance of a school, which in truth it is in one sense.

Among the private exhibits the most notable is perhaps that of the A. & P. Roberts Co. (Pencoyd Iron Works) of Philadelphia, the builders of the Atbara

bridge in Egypt, and of many of the principal viaducts in this country. The firm had to put in its own foundations for the exhibit, and the display comprises some 350,000 pounds of material, ore, fuel, limestone, iron, steel and finished bridge parts, a complete ocular record of the manufacturing processes in this department of production. There are many other large and very notable exhibits, which will be mentioned in some later communications to the Manufacturers' Record.

Much confidence is expressed in the congress of foreign delegates, which is expected to draw a great many representatives of foreign firms, trade bodies and governments to the city; in fact, this has been the leading feature of the plan from the beginning, the exposition being more or less of a side issue gotten up for the instruction of the delegates. Invitations were sent out very generally to governments, chambers of commerce and individual firms not only in North and South America, but in Europe, Africa, Asia and Australia. The printed list of acceptances is large and impressive, and if even a part of the whole should arrive it will be an extraordinary congress. A good many delegates have already reached the United States. The main exposition building contains not only the great auditorium, the acoustic properties of which are such that it cannot well be used for this purpose, but also a smaller assembly room on the second floor of one of the pavilions. The first of the sessions is to be held on October 12 (instead of October 10, as originally planned), and the meetings will continue, it is expected, for several days. A very great number of subjects are on the programme for discussion, questions in relation to shipping, the Nicaragua canal, packing, tariffs, international banking, colonial and other problems closely related to the development of the foreign trade. Some who cannot attend will send papers to be read at the conference. Even such bodies as the London Chamber of Commerce and as many as thirty-one governments, including Great Britain, Germany and Russia, it is announced, will have representatives in the city.

Whether there is full warrant for such an imposing list as the Museum has just published and is now distributing is not quite clear. It does seem to be established by this time that neither President McKinley nor President Diaz of Mexico will be able to attend, though it was stated earlier that both would do so. Many diplomatic representatives, at Washington are expected to come on to Philadelphia to be present at the meetings, and they will doubtless do so, as they did two years ago. On that occasion, however, only a part of the foreign delegates who were looked for put in their appearance. They will in any case be large and important meetings, and the visitors will be shown much honor and attention while they are in the United States.

It is a mistake, perhaps, to suppose that very many will have powers of attorney with them to make contracts for goods or material. They will come here as delegates whose way has been paid by others, and they as a rule will have performed their task when on returning home they have made a report to those who sent them out. That this will have an indirect influence of value to American industry there is no doubt. It will be generally advertised over the world that this congress met and this exposition was held in the interest of the American export trade, and it will call attention forcibly to the present state of development of manufacturing industry in this country. The delegates will go back instructed, perhaps

surprised, that so much and of so great a variety is produced in the United States. That any considerable number of bridges, rails, locomotives, machinery or other articles will be sold on the spot for foreign account is an idea which the public mind should be disabused of at the beginning.

On the other hand, firms who are represented at the exposition already announce that they have got some good domestic orders. They have polite attendants in charge of their displays, who gladly give out all desired information regarding products, methods of manufacture, etc., whether to the man who is merely curious or the prospective purchaser. This is sure to create a good effect which, if it does not react immediately to the advantage of the firm, will produce later results, as experienced exhibitors at expositions of all kinds are able to testify. That the exposition will do as much for its exhibitors in this respect as other expositions of its rank have done there is no reason to doubt.

When the affair will have ended the Commercial Museum will be better known than before, and it will be in possession of some buildings in which it will no doubt move its offices and its collections of samples and products. They will constitute its permanent headquarters. Although very hurriedly erected and temporary in construction, the three pavilions of the main building will doubtless serve for the permanent needs of the Museum. These are of brick and iron. They will have to be added to and remodeled to some extent, but the Museum owns the land in its own right, and it will have the location it desires in West Philadelphia in the university group. The present quarters on South Fourth street, in the old offices of the Pennsylvania Railroad Co., are much too confined for the work of the institution. Its collections have been growing constantly since the nucleus of raw products was obtained at the World's Fair in 1893. A large staff of people are employed by the management, and they will all be glad to move into new quarters. From the point of view of the Commercial Museum itself, this will be one of the most important results flowing out of the exposition.

#### Baltimore Board of Trade.

The Board of Trade of Baltimore at its last meeting re-elected Mr. Eugene Levering as president, and the following additional officers: Vice-presidents, William H. Perot, John E. Hurst, Blanchard Randall, Thornton Rollins; treasurer, William B. Wilson; secretary, Henry C. Landis.

Mr. Levering has served five terms as president, and his election is an indication of the feeling of the association regarding his ability for this important position. In his annual report President Levering referred to the development of Baltimore from an export standpoint, as well as to the increase in its manufacturing and mercantile interests and the growth of its financial institutions. Regarding the improvement of Baltimore harbor, he stated that it should be a matter of congratulation to the board that the work which will allow vessels drawing thirty feet of water to reach the city through a channel 600 feet in width will be completed in the near future.

It is announced that Messrs. Rogers, Brown & Co., the extensive iron merchants, with branches in Cincinnati, St. Louis, Buffalo and other cities, will locate a branch office in Birmingham, Ala.

A board of trade has been organized at Newton, N. C., with J. C. Smith, president, and E. P. Shrum, secretary.

## COMMERCE.

This department is devoted to a record of the rapidly developing commerce of Southern ports.

#### Exports from Pensacola.

The export business from the Louisville & Nashville terminals at Pensacola, Fla., for the year ending August 31 assumed large proportions, as shown by the following figures. Altogether 136 steamships were loaded. The aggregate of cargoes carried was as follows: Square bales of cotton, 210,244; round bales of cotton, 17,355; hogsheads of leaf tobacco, 10,612; bulk wheat, 938,001 bushels; bulk corn, 423,993 bushels; sacked corn, 72,100 bushels; bran, 4127 tons; pig iron, 43,470 tons; phosphate rock, 115,963 tons; flour, 13,738 tons; cottonseed meal, 7371 tons; cottonseed cake, 995 tons; grease, lard and tallow, 20,133 tons; oil, 23,006 barrels; staves, 110 carloads; interior lumber and logs, 315 carloads; pine timber and lumber, 11,676 tons; rosin, 70,725 barrels; turpentine, 4741 barrels; tobacco, 415 barrels; oars, five carloads; handles, twelve carloads; cedar pencil slats, fifteen carloads; agricultural implements, one carload; hoofs, two carloads; castings, sixty tierces; bones, 170 sacks; canned beef, 500 cases; linseed cake, 200 tons; scrap iron, 602 tons; fertilizer, 3466 tons; miscellaneous freight to Cuba, 3912 tons.

#### Arkansas Trade for New Orleans.

The Chalmette Packet Co. has decided to establish a service between New Orleans and the portion of Arkansas reached by tributaries of the Mississippi river. The steamer Chalmette has been placed on the route between Luna and other towns in Arkansas, and also makes connection with the Mississippi, Hamburg & Western Railway, recently opened through the eastern section of the State. It is believed that the trade of New Orleans will be largely increased by the plans of the company.

There is a possibility that officials of the New Orleans & Western Railway, which is closely associated with the Chalmette Packet Co., will become interested in the proposed Lake Providence & Western Railroad. A party of officials, which also included directors in the Mississippi, Hamburg & Western Company, have recently been over the route and estimated the extent of freight and passenger traffic which it would secure. The estimated length of the road from Lake Providence to Mer Rouge is about forty miles, and it is calculated that it would cost \$200,000 to construct the road.

#### Pacific Mail Vessels.

A New York dispatch is to the effect that the two vessels recently ordered by the Pacific Mail Steamship Co. from the Newport News Shipbuilding Co. will be utilized in the service between San Francisco and Asiatic ports. They will have a gross tonnage of 11,300 each, and will be 550 feet in length, with accommodations for about 1500 cabin and steerage passengers. The contract price is stated to be nearly \$2,000,000 for each. Both are to be ready for service within the next eighteen months.

#### The Southern's Charleston Terminals.

The improvements being made by the Southern Railway Co. to its newly-acquired terminals at Charleston, S. C., indicates that the company realizes the importance of this seaport. Three warehouses are now being constructed, the largest of which is 200 feet square. Each of the others represent about one-half the capacity of the first, and in connection with the piers now in use the South-



ern will have enough water frontage to transfer the cargoes of ten ships at one time.

#### Southern Mules for Export.

One result of the difficulty in South Africa is the purchase of mules by the British government in the Southwest. Several officers have been visiting Fort Worth, Texas, St. Louis and New Orleans, and it is stated have purchased several thousand in all. Two steamships have been secured to carry the animals to Natal, South Africa, and other vessels are being chartered.

#### Live-Stock to Cuba.

The Benemelis Line of steamships is actively engaged in transporting cattle from Galveston to West Indian ports. The Salamanca, the first vessel, cleared with a full cargo. For the present two vessels will be kept in service, and in addition to live-stock will carry poultry, eggs and certain kinds of provisions.

#### Jottings at the Ports.

During the month of September the grain exports from Newport News aggregated 3,683,000 bushels, the largest for any similar period in the history of the port.

A large schooner recently loaded 5000 barrels of molasses at plantations near Donaldsonville, La. The cargo is destined for Boston, and it is believed this is the beginning of a direct trade of extensive proportions from Mississippi river ports.

The second steamship to come through the Port Arthur ship canal has been loaded with a cargo of wheat, flour and staves for Rotterdam, Holland. The wheat consisted of 75,000 bushels, which was transferred to the ship at the Port Arthur elevator.

The steamship El Norte, recently completed by the Newport News Shipbuilding Company for the Morgan Line, has been placed on the route between New York and New Orleans. The service she has performed thus far indicates that El Norte is a very fast vessel. She has accommodations for a large number of passengers, also for a heavy freight tonnage.

The shipment of coal and coke from Baltimore to foreign ports during September amounted to 32,000 tons of bituminous coal and 7300 tons of coke. Most of the vessels cleared for Mexico and Cuban ports, although one steamship carried 2000 tons of coal and coke to Valparaiso, Chili. The present month will also be notable for an extensive export business in this material.

#### Foreign Opportunities to Manufacturers.

In a letter to the Manufacturers' Record Messrs. W. Sonesson & Co. of Malmo, Sweden, and Copenhagen, Denmark, write that they are desirous of making connections with American manufacturers of wrought-iron tubing, cast-iron pipe, tools, shafting, wood and metal working machinery, belting, oils and machinery supplies in general. They carry a stock of such material at their warehouses. Mr. M. Winkler of this firm will be in Philadelphia between the 10th and 20th inst., and may be addressed care of the Commercial Museum of that city.

In a letter to the Manufacturers' Record Messrs. A. Studentkowsky & Co. of St. Petersburg, Russia, write that they are desirous of communicating with manufacturers of bakers' machinery of all kinds. They will be pleased to receive statements of prices, delivery terms, as well as descriptions of the machinery.

## RAILROAD NEWS.

[A complete record of all new railroad building in the South will be found in the Construction Department.]

#### May Carry Coal to Tidewater.

The Chesapeake Beach Railroad is practically completed from Hyattsville, Md., to Chesapeake bay and the city of Washington is brought within an hour's ride of the bay by this means. The plans of this company have been detailed at length in previous issues of the Manufacturers' Record, and include the formation of a summer resort at the water terminus. There is a possibility also that the road may be utilized for coal as well as passenger traffic. The company controlling it owns an extensive frontage on deep water in the vicinity of Plum Point, Md. The line connects with the Baltimore & Ohio at Hyattsville, and the shipment of coal over this road to tidewater from the Western Maryland and West Virginia coal fields may assume large proportions. Coal docks at the terminus would be valuable for furnishing steamships with bunker coal which are now obliged to come to Baltimore for fuel. Vessels taking on cargoes at the end of the new route would save 120 miles, the distance from Plum Point to Baltimore and return.

So far as known, no arrangements have been made as yet to construct coal docks, but there is a possibility that the company will take advantage of this opportunity in the near future.

#### Memphis & Chattanooga.

The railroad to be built by the Southern Company from Chattanooga, Tenn., to Stevenson, Ala., will be controlled by what will be known as the Memphis & Chattanooga Railway Co. Application for a charter has been made by H. S. Chamberlain and R. B. Cooke of Chattanooga, W. A. Henderson of Knoxville and others. The capital stock is placed at \$250,000. As already announced in the Manufacturers' Record, the road will form an extension of the Memphis & Charleston division of the Southern Railway, and will be forty-five miles in extent. It will complete a shorter route than any now existing between Memphis and Charleston, S. C. A number of surveys have been made by the Southern Company, and a careful estimate of the cost completed. It is understood that contracts will be let at an early date.

#### To the New Mexican Coal Fields.

The El Paso & Northeastern Railway Co. has completed its line into Central New Mexico, terminating at a point near Las Vegas, on the Atchison, Topeka & Santa Fe system. This line has been in process of construction for the last two years, and traverses the heart of what is claimed to be an extensive coal-producing territory in New Mexico. At El Paso it connects with the Southern Pacific system, also the Mexican Central Railway, and it is believed the section between El Paso and Salado will eventually form a link in a new line from north and northwest of the United States to the City of Mexico.

#### Richmond, Petersburg & Carolina.

The last report concerning the progress of the Richmond, Petersburg & Carolina Railroad is to the effect that at present 1100 men and 400 teams are working between De Witt, Va., and Ridgeway, N. C., where the road connects with the Seaboard Air Line. About thirty-five miles of track have been laid on this portion of the line, and it is calculated that operations between Petersburg and Richmond will begin during October. The bridge re-

quired across the Roanoke river will be completed by the 15th inst., and work is about to begin upon the structure across the Appomattox river.

#### A Good Showing.

The Texas & Pacific Railway Co. has made public its report for the year ending July 30 last. The report shows gross earnings to be \$8,252,000, net earnings \$2,943,000. After deducting interest on bonds and all other charges, a net income is left of \$1,543,000, or over 12½ per cent. of the gross. During the year \$982,000 were spent for additional equipment and in improvements to the system.

#### Railroad Notes.

M. L. Lynch has been appointed chief engineer of the St. Louis Southwestern Railway Co., with offices at Tyler, Texas.

The Louisville, Henderson & St. Louis Company at its annual meeting re-elected the present officers. Attila Cox of Louisville is president.

The Louisville & Nashville Railroad Co. has placed five additional locomotives in service in Alabama to facilitate the moving of freight trains.

Mr. G. J. Withey has been appointed trainmaster and superintendent of telegraph for the Louisiana & Northwest Railroad Co., with headquarters at Gibsland, La.

The Atlantic & North Carolina Railroad Co., which is controlled by the State of North Carolina, has elected James A. Bryan, president, and M. Manly, secretary and treasurer, to serve for the ensuing year.

The Richmond, Fredericksburg & Potomac Railroad Co. has recently published a book descriptive of the line, also of Richmond, which is very interesting. It is richly illustrated with views of Richmond and other cities along this line.

The annual report of the Gulf, Beaumont & Kansas City Railway Co. for the period ending June 30 last shows gross earnings of \$240,000, net earnings \$103,000. After deducting all other charges, a net income is left of \$49,000, or over 20 per cent. of the gross earnings.

The branch of the Atlantic Coast Line recently completed between Denmark and Robbins Station, S. C., is now ready for operation. It will be used as a portion of a new route between Florence, S. C., and Augusta, Ga., a distance of 172 miles. It traverses a section which produces corn, cotton and tobacco, as well as other products extensively, creating a large freight traffic.

The Ohio River & Charleston Railway Co. will soon have completed ten miles of extension from its Tennessee division into North Carolina. This will partly fill the gap between the two sections of the road which was left when work on the old Charleston, Cincinnati & Chicago line ceased. Chief Engineer Molesworth of Johnson City, Tenn., writes the Manufacturers' Record that a contract has been let for the extension and arrangements being made to secure the necessary material.

An opportunity for some Southern community to obtain an additional industry is mentioned in a letter to the Manufacturers' Record from D. F. Harbster of 102 Sycamore street, Kokomo, Ind. Mr. Harbster writes that the necessary capital stock has been subscribed to construct an ice plant, and that the promoters are desirous of securing a location in a city of from 8000 to 10,000 people which has no facilities of this kind. He will be pleased to correspond with commercial bodies.

## TEXTILES.

[A complete record of new textile enterprises in the South will be found in the Construction Department.]

Correspondence relating to textile matters, especially to the cotton-mill interests of the South, and items of news about new mills or enlargements, special contracts for goods, market conditions, etc., are invited by the Manufacturers' Record. We shall be glad to have such matter at all times, and also to have any general discussion relating to cotton matters.

#### Money Ready for Warehouse Cotton.

The Farmers' Warehouse Co. of Anderson, S. C., is ready for business, and two of the banking institutions of the town advertise that they are prepared to make liberal advances on all receipts for cotton stored in the warehouse referred to. This indicates the feeling of financial institutions towards the warehousing of cotton at home, and means that the planters can obtain money at once for their needs, while holding their material until they deem it wise to sell. It is safe to say that the invitation contained in the advertisement will be cordially accepted, as it will be in other parts of the South, as fast as the improved system is introduced.

Referring to the warehouse system for cotton, so familiar to readers of the Manufacturers' Record, the Charlotte Observer says:

"It has been often and continuously complained that the cotton crop was of necessity sacrificed by the farmer because he was compelled to part with it in the autumn. The new warehouse system seems to be a perfect place to remedy the trouble, if there has been any trouble.

"By the new warehouse system cotton may be stored, and on the storage receipts given money may be borrowed at a very fair rate of interest. The warehouse is bonded, the bond being given by a surety company to insure the safety or validity of the receipts. In many towns and cities of the South these bonded warehouses have already been built and are in operation. The companies receive cotton, issue receipts, and can either loan money or give names and addresses of corporations that will loan money on the warehouse receipts as collateral at interest rates varying from 6 to 8 per cent., including charges and commissions.

"While these facilities are completely at the service of the farmers to hold their cotton if they desire to do so, it is not thought the farmer will be a patron to any great extent. The cotton buyers or cotton merchants and the cotton mills will, however, find the new warehouse convenient, economical and practicable.

"The bonded warehouse system for storage of cotton in the South is based upon correct principles, and those companies which are honestly and well managed deserve support. There are two warehouse companies in Charlotte, where cotton can be stored and where receipts are good for a reasonable advance in cash to reasonably good people."

#### Handling Round-Bale Cotton.

There is a big lot of round-bale cotton being received here. In the receipts of today two barges from Houston—the Hannah with 2018 round bales and the barge Gibbs with 400 round bales—are included. Two round bales are counted as one square bale, so in the receipts the figures are 1009 bales for the Hannah and 200 for the Gibbs. In addition to the 2418 round bales received by barges, the railroads brought today 3730 round bales, or the equivalent of 1865 square bales.

Thus far this season there have been received in Galveston 10,209 round bales, and there have been shipped 1826 round bales. Most of the round-bale cotton com-



ing here is owned by the American Cotton Co. A photographer was employed to take pictures of one of the barges loading the round bales in a steamship, and the views will probably be on exhibition within a few days, and later on will be sent broadcast.

Shipping men say a great deal of the round-bale cotton will be received here this season—possibly 10 or 15 per cent. of the total receipts. Most of the round-bale cotton received so far is destined for Liverpool. — Galveston correspondence Houston Post.

#### New Mill at Griffin, Ga.

The Spalding Cotton Mills of Griffin, Ga., was incorporated in May last, the capital stock being placed at \$200,000 and the incorporators including a number of local business men. The company has been quietly at work erecting its plant since charter was secured, under the direction of Mr. J. J. Mangham, who is treasurer. The main building is two stories high, 100x275 feet, with basement, in which driving machinery will be placed and a workroom for making boxes in which to ship goods. The floor space will give room for 7500 spindles and 200 looms, which will be installed at the start, the intention being to increase to 15,000 spindles within a year. Warehouses to hold 1000 bales of cotton are also to be built.

#### Textile Notes.

The formation of a knitting-mill company is talked of at Toccoa, Ga.

Mr. J. H. Hillsman of the Bank of Millen, Ga., is projecting a cotton factory.

The Arlington Cotton Mills of Arlington, S. C., contemplates building a cloth mill.

The Grendel Mills of Greenwood, S. C., will increase capital stock from \$150,000 to \$400,000.

A company is forming at Elizabeth City, N. C., for the establishment of a knitting mill.

A bagging factory will be established at Lockhart, Texas, and Mr. J. O. Lipscomb will be interested.

Mr. F. W. Smith of Houston, Texas, is interested in a projected mill to be located at Meadowbrook, Texas.

The Courtenay Manufacturing Co. of Newry, S. C., has paid its usual semi-annual dividend of \$3.50 per share.

At Chattanooga, Tenn., local capitalists are forming a company for the establishment of a mill for knitting underwear.

The Kings Mountain (N. C.) Manufacturing Co. has contracted for 5000 additional spindles; now has 5000 spindles.

Mr. M. O. Berry is contemplating the erection of a cotton mill at Columbus, Ga., and is now looking over the field with a view of definitely deciding.

Mr. James W. Baker of Kymulga, Ala., will build a knitting mill. Manufacturers of the requisite machinery for such a plant are invited to correspond.

The Long Shoals (N. C.) Cotton Mills has installed 5000 additional spindles, and will make yarn from Egyptian cotton. This company now has 10,200 spindles.

Mr. Charles S. Donaldson of Charlotte, N. C., contemplates organizing a \$60,000 company to establish a hosiery-yarn mill. Northern capital will probably be interested.

The Fayetteville (N. C.) Cotton Mills is putting in a new 150-horse-power boiler to enable it to utilize steam for running the machinery whenever the water happens to be too low to furnish power.

A committee has been appointed to solicit subscriptions for a knitting-mill company at Raleigh, N. C. Those interested

include Messrs. W. N. Jones, George Allen, G. E. Leach and J. S. Wynne.

The Hope Mills (N. C.) Manufacturing Co. has purchased the old Bluff Mills, and will remodel same for operation. Considerable new machinery will be installed, and eight new operatives' dwellings will be built.

Mr. E. H. Shivey of Talbotton, Ga., recently mentioned as contemplating the establishment of a knitting mill at Barnesville, Ga., has made no definite decision as yet, but will likely locate the plant early in 1900.

Messrs. Harry C. Dresser and S. B. Alexander, Jr., of Charlotte, N. C., are organizing a \$200,000 company to build a cotton factory. Over \$135,000 has been subscribed. A mill of 20,000 spindles and 600 looms is contemplated.

Messrs. W. C. Powell, R. E. Royall and W. C. Brewer of Wake Forest, N. C., have applied for the incorporation of the Royall Cotton Mills, with capital stock placed at \$50,000, for cotton manufacturing. They intend to establish a 5000-spindle plant.

The company that has been projected at Kosciusko, Miss., will organize as the Kosciusko Cotton Mills, and C. L. Anderson will be president, and W. Burgess, secretary-treasurer. About \$100,000 will be invested in a mill for the manufacture of standard sheetings.

The new mill at Kernersville, N. C., recently reported, has taken the name of the Southern Woolen Mills, capital stock being \$12,500. Charter of incorporation will be obtained. The company wants to purchase a plant for lighting the mill, electric light or other.

Mr. A. H. Twichell, treasurer of the Clifton (S. C.) Manufacturing Co., confirms the recent report that his company will erect an addition to No. 3 mill and put in 15,000 spindles and 500 looms. This will give the plant in all 100,792 spindles and 3250 looms.

The Pacolet Manufacturing Co. of Pacolet, S. C., has paid another dividend of 5 per cent., making 15 per cent. in cash this year. This company operates about 57,000 spindles and over 2000 looms on brown sheetings and drills. Capt. John H. Montgomery is president.

C. W. Negley, engineer, has made surveys of ground and staked off the site of the new Ashcraft Cotton Mills of Florence, Ala., recently mentioned. The main building will be of brick, 75x250 feet, to contain 3000 spindles, three lappers, 100 looms and other machinery. Boilers and engines will occupy a 30x50-foot brick building; dynamo for electric lighting will also be placed in this building. The product will be brown sheeting (or rough domestic) for the export trade almost entirely, using for this purpose the lower grades of yarn.

The Hogansville (Ga.) Manufacturing Co., recently incorporated to establish a 5000-spindle mill, has commenced work on its plant. About \$140,000 will be expended on the erection of a two-story building 105x200 feet, in which will be placed 5000 spindles for the production of cotton duck, using 7000 pounds of raw cotton per day. The capital subscribed is \$75,000; \$25,000 more will likely be offered to the public, and from \$50,000 to \$60,000 in bonds issued. R. J. Griffin of Atlanta, Ga., is president; Judson F. Mobley, secretary-treasurer, and George W. Murphy, superintendent. The directors are those mentioned above and Messrs. R. J. Lowry, Frank Hawkins, Carroll Payne and J. V. Sparks of Atlanta, Ga.; R. W. Trimble, J. F. Askew, M. H. Hightower and Frank Word of Hogansville.

## COTTONSEED OIL.

This department is open for the full and free discussion of trade topics and practical questions, and contributions are invited from men who are identified with this industry. Items of news are always acceptable.

#### The Market for Cottonseed Products.

New York, N. Y., October 4.

The market is exceedingly strong on the further advance in prices, and, as predicted in this column several times during the past two weeks, in view of the position of animal fats and seed scarcity, it is difficult to see how matters could be otherwise. For deliveries this side of December the disposition to sell at safe prices, in view of the slow movement of seed, has been marked. Trade is not active, as transactions are limited by reserved offerings on the part of mills. December and later deliveries of both crude and refined oil are held at prices somewhat in advance of previous offerings, as the crop outlook is more bullish and seed prices are rising. With seed bringing \$10 to \$11, and in some cases up to \$12 per ton at the stations, compared with \$6 and \$7 last year, there is little on which to base bearish oil views. Local trading and at the West becomes more active as buyers reconcile themselves to conditions, and the compound lard, soap and other branches of trade are operating quite freely. Prices are for the most part unchanged within the week. Texas crude for October delivery has sold at 19 cents loose f. o. b. at the mills, and this is now asked in most instances. For late delivery 18 to 18½ cents is now named. The Atlantic coast section has sold a number of tanks at 18 to 18½ cents for November-January, and that remains the best offer. In some cases Texas crude is held at 20 cents loose at the mills, while South Atlantic mills were offering crude loose at 20 and 22 cents here for tank crude. This latter is three cents higher than price quoted at opening of the season. Concerning the lard market, prices in Chicago are quoted at 5.55 cents, December delivery. The continued strength of the tallow market is a strong support to the cotton-oil situation. Tallow is quoted at Chicago at 5 cents. The strong tallow market has done much toward making cotton oil a more extensively used article in soap-making than at any previous period. The manufacture of compound lard proceeds apace, which circumstance, considered in connection with the expected export demand, now being held back, temporarily, doubtless, by present high prices, contribute to making crushers much disturbed at their inability to secure adequate seed supplies. In refined oil a fair export demand obtains. For prime summer yellow, prompt shipment, up to 30 cents was quoted, with some held at 31 cents, while for futures 28½ cents up prevailed. The following are closing prices: Crude, tanks, 22 cents; summer yellow, 31 cents; summer, off grades, 30 cents; winter yellow, 34 cents, and salad oil, 35 cents.

The demand for export cake and meal has improved, and prices have advanced. A report from Houston, Texas, is to the effect that \$19.25 is offered, delivered at Galveston. All mill feeding stuffs have advanced in price.

#### Cottonseed-Oil Notes.

At Chattanooga, Tenn., cottonseed is bringing \$10 per ton delivered at mill, against \$8 per ton for the same date last year. Cottonseed meal is selling at \$18 per ton, and hulls at \$3.25 per ton.

A meeting of the Independent Cottonseed Crushers' Association of South Carolina was held at Columbia on the

28th ult. Representatives of more than thirty cottonseed-oil mills were present, and the meeting lasted until afternoon. The proceedings were not made public, but it was learned that the industry was thoroughly discussed, the question of establishing a refinery in the State being a topic under consideration. The prices of seed and rates of freight were also discussed. The Independent Cottonseed Crushers' Association has been in existence for three years. The officers are L. W. Floyd of Newberry, president, and A. C. Phelps of Sumter, secretary.

The market for cottonseed products in Texas shows an advancing tendency, while receipts of cottonseed are generally light at some interior points. In North Texas cotton-oil mills are paying extravagant prices for seed, and in South Texas, where the rush to purchase is not so decided, seed is selling at \$8.50 to \$9.50 a ton. Cottonseed oil advanced three cents a gallon last week, prime crude being quoted 20½ to 21 cents per gallon on the 1st at interior points. The Houston Post quotes the market as follows: Prime crude oil, 20½ to 21 cents; prime summer-yellow oil, 23½ to 24 cents f. o. b. at interior points; cake and meal delivered at Galveston, \$19.50 to \$19.75 per ton; linters, 2½ to 3 cents. Houston mills are paying \$8.50 to \$9.50 per ton for cottonseed f. o. b. interior towns.

The movement in cottonseed products in New Orleans so far this season is only fairly active. Receipts of seed are light at mills in the interior, and prices higher than last year. Cottonseed oil is firmer throughout the list, with a strong tendency to higher prices in the near future. Cake and meal are firm, and there is some inquiry for export. Shipments of cottonseed oil for the week ending the 21st ult. amounted to 87,500 gallons for France. Receivers' prices are quoted as follows: Cottonseed, \$8.50 per ton of 2000 pounds delivered here for good sound seed, including sacks; cottonseed meal jobbing per carload at depot, \$18.50 per short ton of 2000 pounds; for export per long ton of 2240 pounds f. o. b., \$20.25; oilcake for export, \$20.25, new crop, per long ton f. o. b.; crude cottonseed oil at wholesale or for shipment, off crude, 10 to 15 cents per gallon loose f. o. b. tanks here; in barrels, 12½ to 17½ cents; cottonseed hulls delivered per 100 pounds, according to location of mill, 20 to 30 cents; linters, according to style and staple—A, 2 cents; B, 2½ cents; C, 3 cents.

A dispatch from Richmond, Va., is to the effect that the Virginia Electric Railway & Development Co. has purchased the water-power which has been controlled by the Chesapeake & Ohio Railway Co. on the Manchester side of the James river, opposite Richmond. This gives the railway and development company practical control of the entire water-power of the river in the vicinity of Richmond.

Messrs. W. B. Smith Whaley & Co. of Columbia, S. C., will prepare the plans and specifications for the new Buffalo Cotton Mills of Union, S. C., previously reported. The plant will include main building four stories high, 435x127 feet, equipped with 33,000 spindles and 1200 looms at the start, the ultimate equipment to be 50,000 spindles and complement. The motive power will be electricity generated by steam, the latter plant to be of 1600 horse-power. The Buffalo Cotton Mills will produce 30,000 pounds of three-yard export goods daily, using 20,000 bales of cotton yearly. About \$900,000 will be the cost of this plant completed on its original plans. Mr. T. C. Duncan of the Union Cotton Mills is president.



**LUMBER.**

[A complete record of new mills and building operations in the South will be found in the Construction Department.]

**LUMBER MARKET REVIEWS.****Baltimore.**

Office Manufacturers' Record,  
Baltimore, Md., October 5.

A fairly active trade demand has characterized the local lumber market during the past week, and in nearly every department the business has been of a good average volume. The receipts of lumber have not been as heavy, but at the moment there is a fair supply in certain grades, while in others stocks are light and badly assorted. In North Carolina pine the demand is brisk, both for rough and kiln-dried stuff. Boxmakers and yardmen are buying freely when occasion requires, and from out-of-town buyers there is a good inquiry. White pine holds its own remarkably well, the whole list of values being strong, with a fair demand, and stocks not excessive. There is considerable business being done in hardwoods, all desirable grades of lumber being in good demand. There is some foreign inquiry, but shippers, as a rule, are cautious, and are only doing business on actual orders. Shipments of oak and other woods have been fair lately, and as stocks in Europe are in some cases very heavy, dealers here are holding back and advise light shipments.

**Charleston.**

[From our own Correspondent.]  
Charleston, S. C., October 1.

As the season progresses the amount of business in all departments of the lumber trade of this and adjacent points seems to increase. There is a spirited demand from Northern and Eastern markets for all desirable grades of lumber, and prices throughout the list are generally firm and tending higher. There is considerable activity among the mills at Georgetown and other points, and manufacturers are generally rushed with orders. Shipments during the past week have been of a good average, embracing the following cargoes: Schooner Wesley M. Oler for Boston with 839,000 feet of lumber, and by steamer Seminole for the same port with 146,107 feet; for New York schooner John C. Gregory with 299,000 feet of lumber; schooner Georgetta Lawrence with 270,000 feet; schooner Nelson E. Newberry with 558,000 feet; bark Holliswood with 812,500 feet, and schooner Hattie C. Luce with 290,000 feet, making a total for the week of 3,214,607 feet. Lumber freights continue firm, with a scarcity of desirable vessels. Rates are quoted as follows: To New York \$5.62½, to New Haven, Fall River, \$5.75, and Boston \$6.

**Savannah.**

[From our own Correspondent.]  
Savannah, Ga., October 1.

The demand for lumber and other wood products at this and adjacent Georgia ports continues uninterrupted. The volume of business for September was very satisfactory, and at all milling sections orders continue to come in, so that mills in some cases are running day and night to clear off their order files. The list of values as ordered by the Georgia Saw Mill Association is decidedly firm, both at the ports and interior points. Interior lumbermen have some difficulty in getting cars enough to facilitate their business, and as a conference with the Georgia railroad commission will be held on the 19th inst., it is thought that all matters relating to shipments of lumber will be adjusted. Shipments last week amounted to over 3,000,000 feet to New York, Bos-

ton, Baltimore and Philadelphia. At Brunswick the movement in all wood products continues as active as ever, and in the matter of crossties there is a very large volume of business being done. The shipments of lumber and other wood products to Spanish ports is increasing, and the indications are that a revival of the trade carried on before the Spanish-American war with Spain will soon be fully enjoyed by this port. Mills at St. Simons and at other milling sections adjacent to Brunswick are all rushed with orders, and lumbermen have no cause to complain of their margin of profit realized at the present time. Rates of freight from Georgia ports are firm, and the following charters were reported last week: Schooner John Maxwell, 432 tons, Brunswick to New York with lumber at \$6.50; schooner R. G. Dun, 534 tons, Brunswick to Boston with lumber at \$6.87½, and schooner W. H. Shubert, 502 tons, from Savannah to Philadelphia with lumber at \$6 and free wharfage.

**Jacksonville.**

[From our own Correspondent.]  
Jacksonville, Fla., October 1.

The lumber trade of this port continues to show a good average volume of trade, and in all lines of the industry in wood products there is a good demand for the output. Prices are firm and hardening for all desirable grades, while stocks continue light at all milling points. The water shipments for September, as reported by the collector of customs, are as follows: Coastwise, 8,082,657 feet; foreign, 911,832, or a total of 8,994,489 feet, against 9,101,035 feet for the month of August. Shingle shipments amounted to 3,272,250, and crossties 19,400. The business in crossties is remarkably brisk at the moment, and shipments during the next ninety days are expected to be quite heavy. At this period of the season the foreign demand for lumber shows an increase in volume, and at the moment shipments are quite active to the usual foreign markets. The following charters were reported during the past week: Schooner City of Augusta, 314 tons, from Jacksonville to Kingston with lumber at \$6.50 and free wharfage; a schooner, 238 tons, from Jacksonville to Neuvas with lumber at \$10.50, and schooner Yale, 622 tons, from Fernandina to Washington with crossties at 22 cents.

**Mobile.**

[From our own Correspondent.]  
Mobile, Ala., October 1.

The month of September was one of considerable volume in lumber and timber transactions at this port, and the market at present is in good shape. Timber exporters look forward to a good trade during the fall and winter months, and advices from Europe are generally of an encouraging character. The London Timber Trades Journal of September 23, in referring to the pitch-pine trade, has this to say: "Prices are getting stronger every day, and a sale price reported one week is not a reliable guide to what may be obtained the following one; but at the time of writing we have no hesitation in saying that thirty feet average timber can be bought for 60s. c. i. f. U. K. For small sailing ships to dry ports, of course, more money would be wanted. We reported last week sales had recently been done for steamer cargoes on a 58s. basis thirty feet, but since then there has been a further hardening to the extent just mentioned." Sawn timber is now quoted here at 13 to 13½ cents per cubic foot, 40-foot basis, and hewn timber is scarce and in good demand at 14 to 14½ cents per cubic foot, basis of 100 cubic feet, average B1 good. There is no demand for hewn oak, but for poplar sales are re-

ported at 12 cents per cubic foot. Lumber is in good demand, and all mills are rushed with orders, while prices are firm and tending higher. During the past week shipments amounted to about 2,500,000 superficial feet of lumber, mostly for Cuban ports. Both coastwise and foreign freights on lumber and timber are steady, with a moderate offering of tonnage. The following charters were reported for the week: German steamer Claudius, 2270 tons, from Mobile or Pensacola to United Kingdom or Continent with lumber at 115/; schooner Belle O'Neill, 394 tons, from Pascagoula to Kingston with lumber at \$9; a schooner, 385 tons, from Apalachicola, Fla., to New York with lumber at \$8.50; bark Herbert Fuller, 697 tons, from a Gulf port to New York with lumber at \$8; schooner George V. Jordan, 662 tons, from Mobile to Boston with lumber at \$8.50; steamer Roddam, 1508 tons, from the Gulf to United Kingdom or Continent with timber at or about 112/6.

**Lumber Notes.**

A tract of 9000 acres of timber land in Randolph county, West Virginia, the property of the Judge Camden heirs, was sold recently for \$5 cash per acre.

The British steamer Ardandhu cleared from Brunswick, Ga., last week with a cargo of crossties for Havana, Cuba. The cargo was shipped by N. Emanuel.

The planing mill of J. W. Doster of Kingsland, Ark., was destroyed by fire on the 25th ult., together with 60,000 feet of lumber. The mill was valued at \$5000.

The receipts of lumber at the port of New Orleans last week amounted to 1,681,600 feet, and for the season 15,522,000 feet, against 14,100,700 feet last year.

Mr. William Edenborn, president of the Shreveport & Red River Railway Co., has purchased of Mr. John F. Dillon of New York 5450 acres of long-leaf yellow-pine lands in Grant parish, Louisiana, for \$3 cash per acre.

Smith & Evans of Winchester, Ky., have sold to Johnson & Fugle of Henelwood, Tenn., several large tracts of timber lands on the Chesapeake & Ohio and Lexington & Eastern railroads. The price paid was \$275,000.

The saw and planing mill, dry-kiln and a large quantity of lumber, the property of Flowers & Peagler, at Forest, in Butler county, Alabama, were destroyed by fire on the 30th ult. The loss is heavy, and there is no insurance.

The saw mill and lumber yard of Alexander Gilmer at Orange, Texas, was destroyed by fire, together with 6,000,000 feet of lumber, on the 29th ult. The loss on the mill was \$90,000, and on lumber and dry-kiln \$60,000; insurance \$70,000.

Mr. J. H. Williamson's interest in the Conway Lumber Co. of Conway, S. C., has been purchased by Messrs. J. A. & R. E. L. Brown of Chadbourn, N. C. The business will be incorporated, the plant enlarged and operations started on a more extensive scale.

The Hostetter saw mill, dry-kiln and a quantity of lumber, logs and tramways in the mill yard at West Norfolk, Va., were destroyed by fire last week. The loss on saw mill is estimated at \$25,000, and \$10,000 on dry-kilns, lumber and two storehouses. Insurance not known.

The Ravenswood Lumber Co. of Ravenswood, W. Va., was chartered last week, with a capital stock of \$5000. The incorporators are S. C. Harper, J. M. White, C. W. Park and L. H. Brown of Ravenswood, and W. L. Rector of Sherman, W. Va.

At Cordele, Ga., the lumber business is in good shape, and all mills properly managed filled with satisfactory orders, and are making money. The long dry spell has caused a scarcity of logs, streams being very low. Planing-mill stock is in good demand, with a light supply.

Mr. J. D. Drummond of Iron River, Wis., recently purchased 10,000 acres of choice timber land in Western Florida from the Florida Central & Peninsular Railroad. Mr. Drummond will develop the tract at once, and is at present in Florida engaged in an inspection of his property.

It is stated that Mr. W. H. Smith, president of the W. H. Smith Lumber Co., which operates plants in both Seattle and San Francisco, is about to purchase the Opdenweyer Mill, near New Orleans. Mr. Smith while in that city last week met the owners of the mill for the purpose of closing the deal.

A charter was granted last week to the David S. Collins Lumber Co. of Clay county, West Virginia, with a capital stock of \$50,000. The company has one saw mill at Yankeedam, and will control several others shortly. The incorporators of the company are D. S. Collins of Yankeedam and William Thompson of Le-mont, Pa.

The Texas Arm & Pin Co. of Beaumont, Texas, the largest manufacturer in this line in the South, is increasing its facilities by adding additional machinery to its plant. Heretofore cypress has been used in this class of construction, but long-leaf yellow pine is now being used, having all the desired properties for durability.

Streeter, Reynolds & Bruer of Jennings, La., have purchased 3000 acres of long-leaf yellow-pine timber located on Bayou Beaver. The purchase price was \$15,000. The company will float their logs to Millersville, on the Nezpique, thence tow to Lake Arthur by boat. At the latter point they are erecting a saw mill of 50,000 feet capacity per day.

The Stave Manufacturers' Association held a meeting last week in Memphis, Tenn. The purpose of the meeting was to discuss the outlook for business generally during the current year. Considerable discussion ensued in regard to prices. There were about forty members present, all from Southern States. The meeting was not an open one, and results were not made public.

The lumber firm of Hamlett & Strother, operating in McDowell county, West Virginia, have just cut what they consider to be the largest poplar tree in the State. The stump was eighty-five inches across and the tree ninety feet long, while 12,500 superficial feet of lumber was manufactured from it. It took twenty-two men to turn over one 16-foot cut and eight horses to skid it.

Mr. A. A. Campbell of Murphy, N. C., writes the Manufacturers' Record that he has begun copper-mining operations in Fannin county, Georgia, near the property of the Ducktown Copper Co. A tunnel is now being driven into the side of the mine to strike a vein of copper which it is supposed exists at this point. Mr. Campbell states that the ore secured thus far is of an excellent quality.

The Gulf Company, which controls extensive salt mines at Morgan City, La., has determined to enter the market along the Mississippi river and make a specialty of shipping rock salt in barges to St. Louis and other distributing points. The company will secure storage warehouses for the product and transfer it to and from the barges entirely by machinery.



## PHOSPHATES.

## Phosphate Markets.

Office Manufacturers' Record,  
Baltimore, Md., October 5.

The local market has shown somewhat more life during the past week, and more buyers have been in the market, some large sales of Tennessee and South Carolina rock having been made. Prices continue very steady for all desirable lots. The offering of tonnage for phosphate cargoes is moderate, and rates firm. The following charters were reported last week: British steamer Rannmoor, 1394 tons, from Charlotte Harbor to King's Lynn, England, with phosphate rock at 23/; prompt; schooner Fannie Brown, 430 tons, from Ashley river to Baltimore at \$2.50; schooner E. C. Knowles, 587 tons, same on private terms; ship Helen Brewer, 1517 tons, from west coast South America to New York with nitrate at 25/. Advices from points of production are encouraging, there being a good domestic and foreign demand for rock, and values firm, while shipments from the ports are liberal. The phosphate industry near Summerville and other points in South Carolina is now in a much healthier condition than last year. Among the mining companies extending their plans for development is the Virginia Chemical Co., operating on the Ashley river. It has now in course of erection near Cattell Bluff one of the largest washers in the country. Other companies mining are all doing a much larger volume of business than last year. In Florida the development of phosphate is showing up better, and large sections of new territory are being opened up. The advices from Mt. Pleasant, Tenn., are very satisfactory, large shipments, both domestic and foreign, being made daily, both from that and other points in the Tennessee phosphate belt.

## Fertilizer Ingredients.

The market for ammoniates is very steady, with a moderate volume of business reported. Messrs. Thos. H. White & Co., in their circular for September, say: "September has shown some activity in ammoniates. The announcement of an advance of \$1 per ton in freights from the West, to take effect today, created a little demand for tankage the last fortnight, and a pressure in certain quarters of a large fish catch compelled extra effort to find outlets. Blood has been quiet and weak; 500 tons are now reported sold for export. With the resumption and continuation of this inquiry we may expect a check to the declining tendency. Tankage has been in light supply, the retail distribution for the fall trade in the middle West preventing much accumulation, and most of this has been taken at concessions by Eastern manufacturers in anticipation of the freight advance referred to. Reviewing the situation in ammoniates, we find nitrate and sulphate of ammonia relatively high. Cottonseed meal has opened at very high prices. And these three important articles cannot be calculated upon as weakening factors during the coming winter. To what extent the garbage and fish products may affect prices we cannot undertake to say. The usual offerings of packers' tankage, six and twelve months' products, are now on the market. The large buyers claim liberal stocks, and seem disposed to exercise a waiting policy. This course will, if persevered in, compel lower prices, at least temporarily, as speculators will hesitate to enter the market to any great extent under present conditions."

The following table represents the prices current at this date:

Sulphate of ammonia (gas). \$3 12 1/2 @ 3 15  
Nitrate of soda..... 1 70 @ 1 72 1/2

Blood .....	1 97 1/2 @	2 00
Hoof meal.....	1 70 @	1 75
Azotine (beef).....	1 95 @	2 00
Azotine (pork).....	1 95 @	2 00
Tankage (concentrated).....	1 65 @	1 67 1/2
Tankage (8 and 20).....	1 70 @	1 75 & 10
Tankage (7 and 30).....	17 00 @	17 50
Fish (dry).....	20 00 @	—
Fish (acid).....	12 00 @	—

## Phosphate and Fertilizer Notes.

The steamship Apex was cleared from Pensacola, Fla., last week by the Gulf Transit Co. with 2500 tons of Tennessee phosphate rock and other cargo for Dunkirk.

Commissioner O. B. Stevens of the agricultural department of Georgia has about completed his report on fertilizers, which will show a sale of tags for the year just closed amounting to \$34,000, against \$43,000 the previous year.

The following steamships cleared last week from Savannah, Ga., with Florida phosphate rock as part cargo: Steamship Polano for Manchester with 1415 tons, steamship Glenmorven for Bremen with 1825 tons and steamship Caprivi for St. Petersburg and Stettin with 2240 tons.

It is stated that the deal by which the Virginia-Carolina Chemical Co. of Richmond, Va., acquired full control and possession of the Imperial and Standard fertilizer companies of Charleston, S. C., has been closed. The price paid for the Standard stock was \$195 per share, and for the Imperial stock \$140 per share.

The shipments of phosphate rock from the port of Charleston, S. C., to domestic ports for the week ending the 29th ult. were as follows: Schooner J. H. Parker for Elizabethport, N. J., with 731 tons, and schooner Mary Lee Patton for Baltimore with 835 tons and schooner The Josephine for the same port with 990 tons. The total shipments since the 1st of September aggregate 7200 tons, against 4803 tons last year.

It is stated that the organization of the Southwest Chemical Co. of Kansas City has been completed. The capital stock of the company is to be \$500,000, and the plant will be built at once at or near Argentine. The plant will manufacture 20,000 tons of sulphuric acid annually, besides large quantities of nitric acid and muriatic acid. A. R. Meyer is president of the company; C. E. Finney, vice-president; J. H. Murray, secretary, and B. D. Rowe, treasurer.

## Danville Tobacco Market.

According to the annual report of the Danville Tobacco Association, the sales of leaf tobacco in this market for the year ending September 30 amounted to 48,940,000 pounds, a decrease of about 525,000 pounds compared with last season. The prospects for business during the coming year are excellent, owing to the expanded market for this product. The association has elected the following officers: E. M. Williamson, president; Orlando Wemple, vice-president; Isaac S. Bendall, secretary and treasurer.

## TRADE NOTES.

Order for Filter.—Messrs. Lutz Bros. of Wheeling, W. Va., have ordered a New York Filter Manufacturing Co. type of filter; office of the maker at 26 Cortlandt street, New York.

Heating and Ventilating.—The Peck-Hammond Co. of Cincinnati, Ohio, has secured the contracts for its improved mechanical system of heating and ventilating in the Citizens' Opera House of Yazoo City, Miss.

Gyrator Flour Mills.—Orders for the gyrator flour mill continue to flow in to the manufacturer of that equipment, the Wolf Co. of Chambersburg, Pa. Its most recent contracts included a complete 30-barrel mill at Okarche, Oklahoma; a 60-barrel mill to be remodeled at Freedom, Pa.; a new 75-barrel mill at Pender, Neb., and a 30-barrel mill at Summerfield, Pa.

Scale and Steam Boilers.—Users of boilers have ever been on the lookout for the most improved methods and materials for cleaning the scale that forms. The International Boiler Compound Co. of 47 Market street, Chicago, Ill., manufactures a compound that has such decided merits as will appeal to the boiler user. The company's circulars explain fully the possibilities of the compound.

Hotel for Rent.—An excellent opportunity to engage in the hotel business in the State of Georgia is offered by Mr. S. B. Brown of Albany. The Albany Inn is for rent at \$1600, and correspondence is invited. The building has sixty rooms, return system of bells, electric lights, water, half-acre recreation ground, and is located on principal street; located on six railroads. Address for particulars.

Exhaust Heads.—"Whirl around your head a closed vessel filled with wet steam. The water particles will be deposited on the farthest end. Why? Simply because water is heavier than steam, and is therefore thrown outward with 1000 times the centrifugal force." Thus is explained the reason for the effective operation of the Sturtevant exhaust head, manufactured by the B. F. Sturtevant Co. of Boston. Literature sent upon application.

Creamery Machinery, etc.—The scientific manufacture of the various products of the cream of cow's milk is on the increase. Manufacturers of machinery, appliances, supplies, etc., used in plants for the purpose mentioned include in their number the well-known firm of the Creamery Package Manufacturing Co. of No. 1 Washington street, Chicago, Ill. This corporation produces a line of machinery for the creamery and kindred plants that is continually being placed in new establishments throughout the country. Circulars or catalogues furnished on application.

Babbitt Metal More Active.—Merchant & Co., Inc., of Philadelphia, New York and Chicago have been for twenty-five years large manufacturers of babbitt metals of all classes, although they have been better known to the trade as a tinplate, brass and copper house. They are now giving more attention to the babbitt-metal department, producing the largest line of this metal in the country. They are doing an immense business, which they attribute largely to advertising in first-class publications, thus being brought into contact with the best buyers.

Anent the Hancock Inspirator.—The double-tube locomotive inspirator manufactured by the Hancock Inspirator Co. of Boston can now be procured from this company solely. Until recently the company has sold the Hancock inspirator through parties acting as sole agents, although it always manufactured the inspirator. The Hancock Inspirator Co. has determined to protect its rights to the utmost in the use of the exclusive improvements connected with the inspirator, and to that end has instituted suit for infringement against another manufacturer, and will take the same action whenever infringement occurs. Descriptive catalogue and price-list mailed on application.

Low-Water Alarm.—Operators of steam-power plants who desire to avail themselves of the very latest appliances for regulation of the flow of water in boilers will find of interest some brief reference to the device of the Burrows Manufacturing Co. of Williamsport, Pa. This company's automatic steam pump regulator and low-water alarm is not only new, but upon slight will appeal to practical men for immediate approval. Perfect feed-water regulation is of such vast importance, it is evident that substantial and reliable improvement in devices for that purpose is wanted. Users of the Burrows device have testified in ardent words to the effectiveness, durability and simplicity of it, as reproductions of their letters show. Circulars and other literature may be obtained by addressing the company as above.

Russian Contract for Westinghouse Air Brakes.—While Russia began the development of its industrial resources much later than other nations, she is pursuing the policy of equipping in all departments with the latest modern machinery and adopting the most perfect methods. One of the results of this policy has been that American manufacturers have secured one of the largest contracts ever placed, possibly the largest, the Westinghouse companies being the recipients of the order. This contract involves about \$15,000,000, and calls for the installation of Westinghouse air brakes on 300,000 freight cars, as well as a large number of locomotives; 60,000 of the cars are to

be fitted with the brakes, and the remaining with pipes and couplings, inside of three years. It is stipulated that the apparatus be manufactured in Russia, and for this purpose the Westinghouse companies have erected at St. Petersburg a large plant, in charge of expert American engineers.

Street-railway News.—The rapidly increasing mileage of electric railways throughout the country affords large contracts to the leading contractors of the times. Among these contractors is the American Engineering Co. of Philadelphia (offices in Drexel Building). This company has completed track and overhead work, and is erecting power-house and transforming stations, for the Newtown (Pa.) Electric Street Railway Co. This is a 28-mile line. Another one of the company's recent contracts is that of the Elmira & Seneca Lake Railway Co., connecting Elmira, N. Y., with Watkins Glen, including track and overhead work and power-house. Another contract is the interurban line between Battle Creek and Kalamazoo, Mich., a 28-mile line, and now being pushed to completion.

Harris Oil and Grease Works.—The saying that "a prophet is not recognized in his own town" sometimes miscarries, and instead of always being the rule, we find it to be an exception with the Harris Oil and Grease Works, Titusville, Pa. This company has closed a yearly contract with the city of Titusville for supplying lubricating oils and greases for use on the machinery of the municipal water works and electric-light plant, being the lowest responsible bidders of the six firms who bid. The head engineer at the works says of its oils: "Your frictionless quality cylinder, engine and dynamo oils, which we have used almost exclusively on our machinery for the past four years, have always been uniform in quality, the most economical and best oils we have ever used. We do not know what it is to have a hot bearing or groaning cylinder, and all bearings are perfectly free from any gummy substance." This firm guarantees its oils as fully as any oils in the world are guaranteed, irrespective of price, and will ship by the barrel on trial. Circulars, prices and samples can be had on application.

Somewhat Electrical.—The Western Electrical Supply Co. of St. Louis has demonstrated in a practical and conclusive manner that an arc-lamp and apparatus department is not only a necessary, but a paying adjunct to an electrical-supply house. As for the Eddy direct-current and the Warren alternating-current apparatus, the company reports that it recently closed a number of very satisfactory deals. Wherever this has been installed it has been more than satisfactory. Company is also agent for the celebrated Adams-Bagnall enclosed arc lamps, and reports that this department is crowded with orders, and that in very few instances where it has had these lamps in competitive tests have they failed to come back without the order. The general supply business has been exceedingly good. Policy of carrying a complete line, and ability to make prompt and satisfactory shipments from stock, has earned for the company a very enviable reputation. An up-to-date line of catalogues, covering everything pertaining to electrical apparatus and supplies of every description, will be mailed on application.

About Seamless Knitters.—An interesting exhibit of automatic seamless knitters at the National Export Exposition is that of the Mayo Knitting Machine & Needle Co. of Franklin, N. H., which also has a Philadelphia office in the Knickerbocker Building, corner Sixth and Arch streets. The merits of the well-known Acme machine has made it very popular with hosiery manufacturers. The manufacturer has been obliged to run its extensive plant overtime for the past twelve months, and it is now running continuously day and night with two sets of hands on large orders from representative mills in every section of the country. The Acme has the latest improvements and attachments for producing all styles and kinds of seamless hosiery. These attachments are mostly interchangeable, thus making a thoroughly universal machine. The new transfer device, with removable points, must be seen to be appreciated. The company also has a thoroughly-equipped plant for making latch needles for its own and other machines. Mr. B. M. Denney, the veteran knitting-machine builder and inventor, has charge of the exhibit, and also the Philadelphia office of the company. Recent contracts for machinery filled by the Mayo Knitting Machine & Needle Co. were from all parts of the country, and from Mexico.



# CONSTRUCTION DEPARTMENT.

**THE MANUFACTURERS' RECORD** seeks to verify every item reported in its Construction Department by a full investigation and complete correspondence with every one interested. But it is often impossible to do this before the item must be printed, or else lose its value as news. In such cases the statements are always made as "rumored" or "reported," and not as positive items of news. If our readers will note these points they will see the necessity of the discrimination, and they will avoid accepting as a certainty matters that we explicitly state are "reports" or "rumors" only. We are always glad to have our attention called to any errors that may occur.

\*Means machinery, proposals or supplies are wanted, particulars of which will be found under head of "Machinery Wanted."

In correspondence relating to matters reported in this paper, it will be of advantage to all concerned if it is stated that the information was gained from the Manufacturers' Record.

It often occurs that the organization of a new company in a town is not known by the postmaster, and hence letters addressed to the company are returned marked "not known." The Manufacturers' Record reports the first organization of all companies, and our readers, in seeking to get into communication with them, should be very careful in deciding how to address them, and it is often advisable to add the names of one or more incorporators as an aid to the postmaster in delivering mail.

Ice Factory.—B. F. Harbster, 102 W. Sycamore street, Kokomo, Ind., is desirous of locating an artificial ice factory (stock all subscribed) at some point in the South, and solicits correspondence.

## ALABAMA.

Anniston—Barytes Mines.—The Bell Mining Co. has purchased at East and West Junction forty acres of barytes lands, and will develop extensively.

Anniston—Pipe Works.—The Tyler Pipe Works (owned by the Central Foundry Co. of 100 Broadway, New York) will double capacity and increase the output from twelve and one-half to twenty-five tons per day. Gerard Schumacher, New York, is secretary.

Attalla—Iron-ore Mines.—C. E. Buek and associates have purchased the Stowers Mining Co.'s property at Attalla for \$100,000 and have organized the Attalla Ore Mining Co. for the development of this property on an extensive scale.

Bessemer—Cornice Works.—The Bessemer Cornice Works, lately reported burned, will be rebuilt.

Birmingham—Pipe Works.—The Central Foundry Co. of New York contemplates building a large pipe works in the Birmingham district, and president Gerard Schumacher has been investigating possible sites; office of company at 100 Broadway, New York city.

Cullman—Handle Factory.—A handle factory will be erected. Address William Richard.

Florence—Cotton Mill.—The Ashcraft Cotton Mills, recently reported, will have a building 75x250 feet in which to place its 3000 spindles, 100 looms, three lappers, etc.; 126 operatives will be employed.

Kymulga—Knitting Mill.—James W. Baker will erect a knitting mill in the near future.\*

Langdon (P. O. at Rush Run Station)—Iron Furnace, etc.—The Alabama Iron Co. has been organized, with G. Chisholm of Birmingham, president, and Thomas Ford of Pittston, Pa., treasurer, and has leased the Langdon furnace and ore properties at Langdon, consisting of charcoal iron furnace and brown hematite ore lands; will immediately enlarge mining operations, increasing daily output to 500 tons from 125 tons. Two

washers are already on the property, but another will be erected and all three operated to their fullest capacity. If the company purchases the property the furnace will be rebuilt.

Leeds—Sash, Dood and Blind Factory.—Mrs. William H. Morris of Birmingham and James B. King of Leeds contemplate erecting a sash, door and blind factory at Leeds.

Montgomery—Construction Company.—O. G. Abercrombie, Fred S. Ball and others have incorporated the Alabama Construction Co. for general construction purposes.

Montgomery—Ferry Company.—E. W. Rives of Coosada, R. G. Rives of Tharin and C. H. Roquemore of Montgomery have incorporated the Coosada Ferry Co., with a capital of \$1000, for the operation of a ferry.

Montgomery—Water-works Improvement. Worthington & Shafter have received contract at \$14,697 for enlarging and improving the pumping station at the city water-works plant.

Oxmoor—Iron Furnace.—The Tennessee Coal, Iron & Railroad Co. is repairing its No. 2 furnace, and will put it in operation about December 1; capacity will be about 200 tons per day.

Talladega—Water Works.—The city will construct a system of water works. Address "The Mayor."

Tuscaloosa—Saw Mill.—McDowell & Sons of Winchester, Tenn., will erect band-saw mill at Tuscaloosa, as recently reported; capacity 50,000 feet per day.

Uniontown—Electric-light Plant.—Edward J. O'Brien of Chinchuba, La., has received contract at \$10,000 for erection of the electric-light plant recently mentioned; will have 100-horse-power engine, two 60-horse-power boilers, a standpipe 12x100 feet, etc.

## ARKANSAS.

Eldorado—Electric-light Plant and Water Works.—Plans have been prepared for water works and electric-light plant. Address Mayor Marsh.

Fayetteville—Lime Works, Cooperage, etc. The Crescent White Lime Works has been organized for the purpose of manufacturing cement, lime, cooperage, etc., and will soon double capacity of its kilns, which is at present 200 barrels per day. Capital stock is \$10,000. Address W. L. Stuckey.\*

Hot Springs—Mining Companies.—The Cannon Mining & Prospecting Co., the La Rosa Mining & Prospecting Co., the Ozark Mining & Prospecting Co. and the Gordon Mining & Prospecting Co. have been incorporated, with Maurice Lewis, president; H. O. Price, vice-president; R. E. Price, secretary-treasurer. The capital stock is \$20,000.

Osceola—Townsite Company.—Chartered: The Osceola Townsite Co., with a capital stock of \$30,000, by E. M. Ford, George W. Decker, J. A. Johnson and others.

## FLORIDA.

Bartow—Turpentine Distillery, etc.—A. S. McMillan, G. V. Tillman and A. B. McLane have purchased turpentine lands at Bartow and will establish a turpentine distillery and naval-stores plant, forming the Polk Distillery Co. to operate it.

Orange Park—Sugar Refinery.—The company reported last week as to be formed for the establishment of a sugar refinery has been incorporated as the Eldridge Sugar Mill Co. by John F. Eldridge and others.

Pensacola—Electric-light and Power Plant. The Consolidated Electric Light & Power Co. has been incorporated, with T. E. Welles, president; William Hays, vice-president and treasurer; A. F. Warren, secretary. William Hays recently purchased the property of the Pensacola Electric Light & Power Co., and organizes the above company to operate the plant. The capital stock is \$20,000.

Pensacola—Land Cultivation.—The Gulf Coast Stock & Land Co. has been incorporated for the purpose of cultivating lands and manufacturing the product of lands; capital stock \$50,000; S. M. Lemont, president; P. K. Yonge, vice-president, and F. F. Bingham, secretary-treasurer.

Tiger Bay (not a postoffice)—Mercantile.—C. G. Memminger, H. E. Memminger and others have formed the Tiger Bay Trading Co., with a capital stock of \$5000.

## GEORGIA.

Adrian—Sugar Mill and Refinery.—Efforts will be made for the establishment of a sugar

mill and refinery. Address Captain Purse of Savannah or John L. Anderson of Hawkinsville, Ga.

Athens—Ice Factory, etc.—A. Black and N. M. Black of Macon, C. N. Hodgson, A. H. Hodgson, J. N. Webb of Athens and others have incorporated the Crystal Ice Manufacturing Co. for the manufacture of ice, bricks, lime, cement, etc.

Augusta—Electric-light Plant.—The Georgia Railroad wants to establish an electric plant for lighting depots, yards and shops. Address W. S. Brand, superintendent.\*

Barnesville—Knitting Mill.—E. H. Shivey of Talbotton, Ga., contemplates the establishment of a knitting mill at Barnesville (as recently reported) next year, but has made no definite arrangements yet.

Cobb County—Gold Mines.—The Acworth Mining & Development Co. (reported last week under Nashville, Tenn., as incorporated) has organized for the purpose of developing 160 acres of gold-bearing lands in Cobb county; improved machinery will be installed and work commenced at once. Among the incorporators are Col. A. M. Shook, E. B. Craig, C. H. Brandon, Goulding Marr, all of Nashville, Tenn., and others. Address C. H. Brandon.\*

Columbus—Cotton Mill.—M. O. Berry is investigating with a view to establishing a cotton mill.

Fannin County—Copper Mines.—A. A. Campbell of Murphy, N. C., and Judge Howe of Wisconsin are developing copper mines in Fannin county.

Fitzgerald—Iron Foundry and Machine Shops.—L. P. Larson, A. M. Larson and J. M. R. Jenkins have formed the Fitzgerald Iron Works and begun operations in the Kora plant. A press and a new lathe have been installed, and other machinery will be added.

Griffin—Cotton Mill.—The Spaulding Cotton Mills (reported several months ago as incorporated) has buildings in course of erection; main building will be two stories, 100x275 feet; warehouse will have capacity for 1600 bales of cotton; there will be floor space for 7500 spindles and 200 looms, but it is the intention to increase the number of spindles to 15,000 within the next year; J. J. Mangham, treasurer.

Hogansville—Cotton Mill.—The Hogansville Manufacturing Co., reported several weeks ago as incorporated and to erect a 5000-spindle duck mill, will erect two-story building 105x200 feet; entire plant will cost \$140,000; Judson F. Mobley, secretary-treasurer.

Macon—Box, Crate, etc., Factory.—W. J. Pierpont of Crescent City, Fla., president of Pierpont Manufacturing Co., hardwood manufacturer, is investigating with a view to securing site for the removal of his plant to Macon.

Millen—Cotton Mill.—It is reported that a company will be organized for the establishment of a cotton mill in Millen. Address J. H. Hillsman, who is said to be interested.

Rome—Hardware Company.—The Griffin Hardware Co. has been incorporated by W. J. Griffin, F. M. Irwin, J. A. Glover and others; capital stock \$30,000.

Thomson—Water Works.—The town contemplates constructing a system of water works. Address E. S. Harrison, mayor.\*

Thomson—Gold Mines.—The Columbia gold mines have been optioned by parties who are prospecting and will, in all probability, purchase. Address E. S. Harrison, mayor.

Toccoa—Cotton-oll Mill.—E. P. Simpson will in all probability erect a cottonseed-oll mill.

Waycross—Bridge.—D. R. Johnson will prepare plans and specifications for wooden bridge to be constructed across Big creek, 375 feet long and ten feet wide, to be covered with cypress shingles.

Waynesboro—Mercantile.—W. A. Wilkins, W. A. Wilkins, Jr., Wm. E. Jones and others have incorporated the Waynesboro Grocery Co., Limited, with a capital stock of \$15,000.

## KENTUCKY.

Ashland—Fire-clay Mines.—The Clinton Mining Co. has been organized and is opening flint fire-clay mines in Carter county, employing twenty men.

Elkton—Electric-light Plant.—The city will want bids until October 2 for franchise for electric-light plant. Address "The Mayor."

Louisville—Tobacco Stemmer.—The American Tobacco Co. will erect large stemmer, including a three-story brick building 300x150 feet, for stemming and drying purposes; a power-house 100x60 feet, in which will be placed boilers and engines, and a two-story brick warehouse 224x186 feet, with a capacity for 8000 hogsheads. The machinery will be operated by electricity; plant will cost \$200,000 and employ 1500 operatives. D. X. Murphy & Bro. prepared the plans.

Louisville—Bolt Works.—The merchants and manufacturers' committee of the Commercial Club is negotiating with a bolt manufacturer of Indiana relative to the removal of his plant to Louisville.

Madisonville—Saw Mill.—James Platt of Evansville, Ind., has recently purchased large tracts of timber near Madisonville, and will erect a saw mill.

Mayfield—Clothing Factory.—A company with a capital stock of \$150,000 will be formed for the establishment of a clothing factory. T. J. Albritton and R. E. Smith are interested.

Middlesborough—Laundry.—Fair & Price of Knoxville, Tenn., will install new machinery and put in operation the City Steam Laundry at Middlesborough.

Murray—Telephone System.—The Calloway Telephone Co. has been incorporated, with a capital stock of \$5000, by J. E. Wright of Mayfield and J. G. Hart of Murray.

New Roe—Saw and Shingle Mill.—G. R. Strother, whose mill at Cotton Town, Tenn., was last week reported as burned, will rebuild at New Roe.\*

Owensboro—Distillery.—J. H. Dempsey of Yelvington, Frank A. Cannon of Owensboro, G. P. Gertson of Thurston and others have incorporated the Beechwood Distilling Co., with a capital stock of \$15,000.

Pineville—Saw Mills.—The Laurel Fork Land Co., lately reported as incorporated, will put in portable mills and increase business as opportunities present; capacity of mills will be 10,000 to 15,000 feet per day. Address A. F. Kishpaugh, secretary.

Shelbyville—Telephone System.—Major J. J. Downey of Cincinnati has been granted franchise and will organize a company for the establishment of a telephone system in Shelbyville.

Wasioto—Saw Mill.—Asher & Sons are installing new machinery, and a new saw mill is reported as being built near the Asher mills.

## LOUISIANA.

Crowley—Hardware Company.—John McAyeal, Chas. D. McAyeal, M. E. McAyeal and others have incorporated the McAyeal Hardware Co., Limited, with a capital stock of \$10,000, to conduct a general hardware business.

Donaldsonville—Sewerage, Street Improvements, etc.—The city will probably issue \$40,000 of bonds for paving sidewalks, streets, and for construction of sewerage. Address the Progressive League.

Jennings—Saw Mill.—Streater, Reynolds & Bruer have purchased 3000 acres of timber lands on Bayou Beaver and will erect a saw mill with daily capacity of 50,000 feet.

Lake Charles—Electric-light Plant and Water Works.—The city will hold an election to decide the issuance of \$100,000 of bonds for the purchase of the water-works and electric-light plant. Address "The Mayor."

New Orleans—Sugar Manufacturing, Milling, etc.—S. Gumbel, Horace S. Gumbel, Henry E. Gumbel and others have incorporated the S. Gumbel & Co., Limited, for the manufacture of sugar, rice, irrigating rice lands, manufacturing paper, compressing cotton, etc.; capital stock \$200,000.

## MARYLAND.

Baltimore—Construction Company.—The Automatic Construction Co. has been incorporated for manufacturing and dealing in automatic telephone switches, with a capital stock of \$100,000, by E. Brady, M. J. Mitchell, J. Hall and others.

Baltimore—Fertilizer, etc., Factory.—The Standard Granule Company, for dealing in and manufacturing poultry goods, fertilizers, etc., has been incorporated by Henry C. Winebrenner, Charles L. Applegarth, Benjamin Roberts and others; capital stock \$10,000.

Baltimore—Chemical Company.—The Commercial Chemical Co. has been incorporated



by Charles T. Westcott, John G. Westcott, Joel C. Dunbracco and others to conduct a general chemical-manufacturing business; capital stock \$10,000.

Baltimore—Stone and Marble Works.—Hugh Slisson & Sons have purchased site for \$6000 and will establish new stone and marble works.

Baltimore—Printing.—Harry M. Biden, Edwin H. Chapin, E. Winthrop Bosley and others have incorporated the H. M. Biden Co. to conduct a general printing business; capital stock \$10,000.

Cardiff—Slate and Stone Quarries.—Jeremiah B. Proctor, Edward Proctor, George C. Proctor and others have incorporated the Proctor Slate Co. for mining and quarrying slate, stone, etc. The capital stock is \$125,000.

St. Michaels—Saw and Grist Mill.—M. R. Richards will rebuild his saw and grist mill, recently burned at Navy Point.

Washington, D. C.—Corset Company.—The Iwanta Corset Co. has been incorporated, with a capital stock of \$300,000, by Albert H. Wilson, president; Frank T. Rawlings, secretary, and Clarence F. Norment, treasurer.

#### MISSISSIPPI.

Bay St. Louis—Rice-growing Company.—Leland J. Henderson and others have incorporated the Bay Rice, Irrigating & Improvement Co., with a capital stock of \$50,000.

Indianola—Artesian Well.—The city will issue \$6000 for sinking an artesian well and making other improvements. Address "The Mayor."

Kosciusko—Cotton Mill.—The company lately reported as being formed for the erection of a cotton mill will be known as the Kosciusko Cotton Mills, with C. L. Anderson, president; W. Birgess, secretary-treasurer; \$100,000 will be invested in the mill, which will be operated by water-power.

#### MISSOURI.

Joplin—Iron Foundry.—W. R. Smith and William Hook of Union City, Ind., are investigating with a view of establishing an iron foundry in Joplin.

Joplin—Lead and Zinc Mines.—The Ohio Valley Mill & Mining Co. has been incorporated by H. J. Mendel, George T. Digley, John Crockard and others, with an authorized capital of \$200,000.

Kansas City—Tannery.—A. A. Whipple, C. F. Morse, George T. Stockham and others will organize a stock company for the establishment of a plant for tanning by a patent process; an experimental plant will be established at once.

St. Charles—Water Works.—Hiram Phillips, 506 Lincoln Trust Building, St. Louis, has submitted report, estimates, etc., for city water works to cost about \$100,000.

St. Louis—Hardware Company.—H. W. & A. H. Queerhelm and C. Helfinger have incorporated the Queerhelm Hardware Co., with a capital stock of \$5000.

St. Louis—Salt Works.—J. C. Brompton, superintendent of the Gulf Company, operating salt mines at Belle Isle, in the Gulf of Mexico, and distributing its product from Morgan City, La., will erect a \$25,000 plant in St. Louis.

St. Louis—Printing.—Chartered: The Charles F. Kelly Printing Co., with a capital stock of \$5000, by Charles F. Kelly, Edmund Bersch and N. Colon.

St. Louis—Lead and Zinc Mines.—Chartered: The Oakland Mining Co., with a capital stock of \$50,000, by Edwin D. Linchey, Rolla W. Hess, J. S. Wolff and others.

St. Louis—Mercantile.—Chartered: The Ferguson-McKinney Dry Goods Co., with a capital stock of \$600,000, by Forrest Ferguson, Chas. S. McKinney, Louis G. C. Miller and others.

St. Louis—Elevators.—The United Elevator & Grain Co. has been incorporated, with a capital stock of \$250,000, by James B. M. Kehler, Herman A. Haeussler, William C. Ellis, Alfred C. Carr and others, for the purpose of controlling several elevators recently acquired.

St. Louis—Electric Company.—Chartered: The Globe Electric Co., with a capital stock of \$100,000, by Gustavus Heidel, George Anson Clark, Samuel D. Winter and others.

St. Louis—Land and Cattle Company.—Chartered: The Ritter-Gregg Land & Cattle Co., with a capital stock of \$100,000, by W. H. Ritter, J. B. Quigley and William M. Gregg.

Versailles—Coal Mining.—The Versailles Coal & Mining Co. has been incorporated, with a capital stock of \$25,000, by J. E. Clark, J. D. Clark, J. E. Parks and others.

#### NORTH CAROLINA.

Bynum—Cotton Mill.—The J. M. Odell Manufacturing Co. has increased its capital stock and ordered additional machinery.

Chapel Hill—Ore Mines.—Capt. James E. Lawton of Ohio is developing iron mines at Chapel Hill; output 100 tons per day.

Charlotte—Cotton Mill.—C. S. Donaldson contemplates the organization of a \$60,000 company for the establishment of a hosiery-yarn mill.

Charlotte—Cotton Mill.—Capt. S. B. Alexander, Harry C. Dresser, S. B. Alexander, Jr., and others (including New England capitalists) are organizing a \$200,000 stock company (\$150,000 of which has been subscribed) for the establishment of a cotton mill.

Elizabeth City—Knitting Mill.—A \$25,000 stock company is being formed for the establishment of a knitting mill. Names of interested parties will be announced later.

Fayetteville—Cotton Mill.—The Hope Mills (N. C.) Manufacturing Co. has, it is reported, purchased the Beaver Creek and Bluff Mills at Fayetteville (3800 spindles), and will install new machinery and operate same.

Fayetteville—Cotton Mill.—The Fayetteville Cotton Mills is installing a 150-horse-power boiler.

Greensboro—Tobacco Factory.—E. J. & A. G. Stafford, tobacco manufacturers, will enlarge their factory.

High Point—Basket Factory.—The Snow Basket Co. is erecting a two-story building 50x100 feet, with engine-room, in which will be installed a complete new power plant.

Kernersville—Woolen Mill.—The company recently reported to be organized by J. F. Kerner and others will be known as the Southern Woolen Mills, incorporated with \$12,500 subscribed.\*

Kings Mountain—Cotton Mill.—The Kings Mountain Manufacturing Co. has placed an order for 5000 new spindles; present equipment 5000 spindles, 130 looms, twenty-nine cards.

Lexington—Machinery Works.—J. W. Jackson has invented a machine for making paper bags and another for making butter trays, and will establish a plant to manufacture them.

Longshoals—Cotton Mill.—The Longshoals Cotton Mills has installed 5000 additional spindles, making 10,200 spindles to be operated.

Maxton—Light and Power Company.—J. E. Duval, A. J. McKinnon, J. W. Carter, John Leach and others have incorporated the Maxton Light & Power Co., with capital stock of \$3000, privilege of increasing to \$50,000.

Mooreville—Furniture Factory.—J. D. Troutman and B. A. Troutman will erect a furniture factory.

North Wilkesboro—Electric-light Plant.—An electric-light plant will be erected. Address J. B. Horton, town clerk.\*

Raleigh—Knitting Mill.—G. E. Leach, J. S. Wynne, Jos. G. Brown, F. P. Ward, W. W. Vass and others have been appointed a committee to solicit subscriptions to the stock of the company to be organized for the erection of the knitting mill lately mentioned.

Wake Forest—Cotton Mill.—W. C. Powell, R. E. Royall and W. C. Brewer have incorporated the Royal Cotton Mills, with a capital stock of \$50,000, for the erection of a 5000-spindle cotton mill.

#### SOUTH CAROLINA.

Arlington—Cotton Mill.—The Arlington Cotton Mill (previously reported as having secured the old Miller & Walker cotton mills and to improve and operate it) will later on erect a new cloth mill; O. A. Robinson, Charlotte, president.

Charleston—Clothing, etc., Factory.—R. H. Simons, R. P. Evans, W. M. Heyward and R. S. Whaley have incorporated the Simons-Evans Manufacturing Co., with a capital stock of \$30,000, for the manufacture of clothing and men's furnishings.

Charleston—Shirt Factory.—R. H. Simons, Robert P. Evans, W. M. Heyward and R. S. Whaley have formed a company for the manufacture of men's shirts, etc.

Chester—Cotton Mills.—Eureka Cotton Mills will, it is reported, erect an additional mill, equipping it with spindles and a full complement of looms; present equipment 10,032 spindles and thirty-one cards.

Clifton—Cotton Mill.—The Clifton Manufacturing Co. (recently reported) will build an addition to its No. 3 mill and install 15,000 spindles and 500 looms, making its equipment 100,792 spindles and 3250 looms; A. H. Twitchell, treasurer.

Columbia—Transfer Company.—William L. Izlar and Edwin J. Jenkins of Orangeburg

have incorporated the Columbia Transfer Co., with a capital of \$1000.

Conway—Lumber Mill.—J. A. & R. E. L. Brown of Chadburn, N. C., have purchased J. H. Williamson's interest in the Conway Lumber Co.; will incorporate the business and enlarge the plant.

Conway—Brick and Tile Company.—The Conway Brick & Tile Co. is installing new machinery.

Florence—Electric-light and Power Plant.—The Charleston (S. C.) Electric Co. has made a proposition to establish an electric-lighting and power plant in Florence.

Greenwood—Cotton Mill.—The Grendel Mills will increase its capital stock from \$150,000 to \$400,000.

Rock Hill—Agricultural-Implement Factory.—J. H. Brown of Detroit, Mich., and W. J. Warmley of Louisiana, Mo., will establish an agricultural-implement factory at Rock Hill; office in Roddey Building.

Spartanburg—Water Works.—Col. John B. Cleveland has purchased the Spartanburg Water Works, and will organize a local company to operate same.

Sumter—Telephone Factory and Saw Mill.—The Sumter Telephone Manufacturing Co., reported last week as incorporated for the manufacture of telephone equipment, will erect a brick factory building 36x458 feet, equipped with the latest machinery; company will operate a saw mill in connection; F. C. Manning, secretary.\*

#### TENNESSEE.

Bristol—Tannery.—The Dixie Tannery is erecting an additional building for tanning leather, and has installed a large engine.

Bristol—Foundry.—The Virginia Southwestern Railway Co. has awarded contract to the Structural Iron Co. of Baltimore, Md., for erection of a foundry 500x100 feet; 500 tons of steel will be required in its construction.

Chattanooga—Planter and Cultivator Factory.—The Southern Implement Co. is being organized, with a capital stock of \$50,000, for the manufacture of a patent cotton planter and cultivator. J. B. Hawkins and L. V. Weeks, inventors of the machine, are the promoters.

Chattanooga—Knitting Mill.—A company will be organized for the establishment of an underwear knitting mill. Names of interested parties will be announced later.

Chattanooga—Shoddy Mill.—The Southern Shoddy Mills has been formed and established a plant for the manufacture of wool shoddies and graders from cotton and woolen rags, also of rugs from old ingrain carpets; G. A. Rinker, manager, and H. Sheard, superintendent.

Chattanooga—Telephone System.—A new company will make application for franchise for construction of new telephone system in Chattanooga. Address Hon. W. B. Swaney, attorney.

Cleveland.—Bradley county will contract for the construction of about ninety-five miles of macadam or gravel roads, according to plans and specifications on file. For particulars address F. A. Dunham, engineer.\*

Crossville—Spoke and Handle Factory.—L. B. Pennock of Algood is investigating with a view of establishing a spoke and handle factory in Crossville.

Dayton—Power Plant, etc.—The Dayton Coal & Iron Co. will rebuild its bunker and power plant, recently reported burned.

Johnson City—Electric Plant.—The Watauga Lighting & Power Co., John Sanders, local manager, is constructing a dam on Watauga river, near Johnson City, for the purpose of using the power obtained therefrom for lighting the city; company will also light Jonesboro.

Jonesboro—Electric Plant.—See item under Johnson City.

Knoxville—Marble Quarries.—The Evans Marble Co. of Baltimore, Md., has purchased and will operate the marble quarries near Knoxville owned by T. S. Godfrey; the deal involves over \$100,000.

Knoxville—Paper and Pulp Mill.—E. Agoff of Pittsburgh, Pa., and other capitalists are investigating with a view to establishing a \$10,000 pulp and paper mill in Knoxville.

Knoxville—Water-works Improvement.—The Knoxville Water Co. contemplates extensive improvements to its plant, including an additional water tower, at its pumping station. Address F. C. Kimball, superintendent.

Maury County—Iron Mining.—Extensive iron properties have been discovered in Maury county and leased by C. C. Henderson and J. A. Lelper of Knoxville, Tenn., who will organize a company for developments.

Memphis—Cigar and Liquor Company.—

Chartered: The Vaccaro Cigar & Liquor Co., by A. J. Vaccaro and others, with a capital stock of \$15,000.

#### TEXAS.

Bellville—Real Estate, etc.—Chartered: The Bellville Real Estate and Building Association, with a capital stock of \$5000, by C. F. Hellmuth, H. Miller, A. B. Gardner and others.

Belton—Brick Works.—The Bell County Brick Co. (reported last week as incorporated) will purchase some new machinery in the spring.

Canadian—Mercantile.—Chartered: The Gerlach Mercantile Co., with a capital stock of \$35,000, by George Gerlach and others.

Eagle Pass—Coal Mines, Coke Ovens, etc.—The Rio Bravo Coal Co. has been incorporated to mine coal, manufacture coke, etc., by Charles K. Dunlap, Thomas H. George, William Hollis and others; capital stock \$25,000.

El Paso—Brick Works.—W. H. Ward of Thurber, Texas, has purchased the Newman-Carroll brick plant at El Paso for \$10,000 and will increase the capacity, installing presses for making dry press brick; it is also understood that Mr. Ward will secure an interest in the El Paso Press Brick Works, with a view of consolidating the two industries.

Houston—Woodenware Factory.—Ohio parties, together with local capitalists, will establish a woodenware factory in Houston. Address secretary Houston Manufacturers' Association.

Houston—Cotton Mill and Brick Plant.—E. W. Smith is at the head of a movement now in progress for the erection of a cotton mill at Meadowbrook; interested parties have also established kiln for making their own brick.

Lockhart—Bagging Factory.—A bagging factory will, it is reported, be erected. Address J. O. Lipscomb for particulars.

Oakwood—Cotton Gin.—D. B. Scarborough will rebuild his cotton gin, recently burned; capacity will be fifty bales per day.

Palestine—Packery.—Deathe & Jackson will establish a packery with capacity for killing twenty hogs and four beeves per day.

Quintana—Ferry Company.—Chartered: The Quintana Ferry Co., with a capital stock of \$5000, by John H. Shepard, R. A. Shepard and W. W. Hoskins.

San Antonio—Sanitarium.—Chartered: The Sunny Side Sanitarium Co., with a capital stock of \$25,000, to erect and maintain a sanitarium; incorporators, David G. Gunn, Frank U. Flood, J. R. Norton and others.

Taylor—Water Works.—The Taylor Water Works Co. has increased its capital stock from \$10,000 to \$30,000.

Velasco—Sugar Mill.—N. L. Smith, manager of the Lake Jackson plantation, near Velasco, will erect a new sugar mill.

#### VIRGINIA.

Christiansburg—Electric-light Plant.—The city will appropriate \$10,000 for erecting an electric-light plant; Geo. W. Walters, clerk.

Coeburn—Zinc Mines, etc.—A company will be organized for the development of zinc ore discovered on the property of Weldon McCarthy and others.

Craigsville—Cement Plant.—The Philadelphia parties recently mentioned as having awarded contract for the erection of an 800-barrel Portland-cement plant at Craigsville are known as the Portland Cement Co. of Philadelphia. A. F. Withrow & Co. of Charleston, W. Va., have contract to erect all buildings above the foundation.

Elk Garden.—The Stuart Land & Cattle Co., recently reported as building fifteen miles of macadam road from Elk Garden to Saltville, states that there is no truth whatever in the report; it is only making a few needed repairs.

Falls Church—Water Works.—The Village Improvement Society is securing money to sink an artesian well for water supply.

Fredericksburg—Sugar-beet Factory.—B. T. Spencer, lately reported as to erect a sugar-beet factory, has, with C. C. Cox, H. B. Tuttle, E. F. Stearns and W. H. Richards, Jr., incorporated the Virginia Beet Sugar Co., with a capital stock of not less than \$400,000 nor more than \$500,000.

Lynchburg—Ice Factory.—The Diamond Ice Co. has awarded contract for a 15-ton ice plant.

Newport News—Window-screen and Screen-door Factory.—C. D. Segar, Winoski, Vt., is in correspondence with the Business Men's Association relative to the establishment of a window-screen and screen-door factory in Newport News.

Norfolk—Land Improvement.—The Edge-



water Company has been incorporated, with N. Beaman, president; James E. Etheridge, vice-president; W. C. Cobb, secretary-treasurer; capital stock to be from \$70,000 to \$100,000.

Pulaski City—Lumber Mill, etc.—L. D. Davis & Co., reported last week as organized for the manufacture of rough and dressed lumber, already have one mill in operation, and will establish a planing mill, also another lumber mill.

Richmond—White Lead and Paint Factory. R. L. Peter is negotiating with New York capitalists, who propose to erect a white lead and paint factory in Richmond.

Roanoke—Sewerage System.—The city council has appropriated \$15,000 additional for extension of sewerage system, as reported last week. Work will in all probability be let to contract. Address Jas. P. Woods, mayor.

Roanoke—Carriage Factory.—The Virginia Carriage Co. will erect a new brick one-story carriage factory 72x87 feet.

Strasburg—Cement Mill.—The property of C. M. Borum, containing cement deposits, has been purchased by parties who will place machinery for the manufacture of Portland cement; 300 operatives will be employed and 1500 barrels will be the output.

Virginia—Copper Mining.—Chartered: The Virginia Copper & Smelting Co., with an authorized capital of \$3,000,000, by Henry E. Bullard of Holliston, Mass., and others.

#### WEST VIRGINIA.

Belington—Supply Company.—Chartered: The Randolph & Barber Supply Co., to conduct mercantile business, by H. M. Sharpe of Chicago, F. P. Reese, S. L. Brooks, R. E. Jackson and others; capital stock \$100,000.

Central City—Glass Factories.—The Union Window Glass Co. has expended \$10,000 in improving its plant, and has begun operations. Another glass plant will soon be in operation, manufacturing bottles and employing 250 operatives.

Elkins—Gold Mining.—The Sandria Gold Mining Co. has been incorporated to conduct a general mining and milling business by S. B. Elkins, R. Elkins and B. Elkins of Elkins, R. C. Kerns and V. Kerns of St. Louis, Mo.

Fairmont—Laundry.—William E. Reed, Alexander B. Robb, Thomas A. Deveny and others have incorporated the Troy Laundry, with an authorized capital of \$25,000.

Harrisville—Mercantile.—The Ritchie County Store Co. has been incorporated, with a capital stock of \$12,500.

Marlington—Beehive Factory.—T. C. Ware of Mill Point, W. Va., will erect a beehive factory, as recently reported; building will be two stories, 30x100 feet, including a boiler-room 20x40 feet; cost \$4000.\*

Ravenswood—Lumber Company.—W. L. Rector of Sherman, Texas; J. M. White of Silvertown; S. C. Harper, G. W. Park and J. B. Brown of Ravenswood have incorporated the Ravenswood Lumber Co., with an authorized capital of \$25,000.

Wheeling—Brass Foundry.—Pittsburg (Pa.) capitalists are equipping the Bodley Wagon Works, and will operate as a brass foundry.

Yankeeedom—Saw Mills.—D. S. Collins has chartered the David S. Collins Co., with a capital stock of \$50,000, to conduct and operate a timber tract in Clay county. Mr. Collins already has one saw mill in operation, and will control three more.

#### BURNED.

Bessemer, Ala.—William Crotwell's saw, gin and grist mill; loss about \$3500.

Black Bayou, La.—H. H. Huckaby's cotton gin.

Brierfield, Ala.—W. H. Thomas' saw mill.

Bristow, N. C.—The cotton gin of Thomas Gluyas, R. D. Whitley and Albert McCoy.

Brooksville, Fla.—R. J. Bishop's turpentine still.

Buyck, Ala.—J. T. Ruffin's cotton gin; estimated loss \$7000.

Chapman, Ala.—W. T. Smith Lumber Co.'s dry-kiln.

Cleburne, Texas.—Cyrus Bros.' grain mill and storage-house; estimated loss \$3000.

College Station, Texas.—T. J. Thurmond Medicine Co.'s laboratory; loss \$2000.

Coperns Cove, Texas.—William Scott's cotton gin; loss \$2500.

Dover, Ark.—Capt. J. R. H. Scott's gin, grist and saw mill; loss about \$1500.

Felder, Texas.—W. E. Buchanan's cotton gin; loss about \$3500.

Forest, Tenn.—Flowers & Peagler's dry-kilns, planing mill and lumber sheds; estimated loss \$20,000.

Fredericksburg, Texas.—The Engel Cotton Gin.

Greer Depot, S. C.—I. J. Wood & Co.'s cotton gin and saw mill.

Grenada, Miss.—Wm. Williams' cotton gin and saw mill; estimated loss \$5000.

Hatchie, Tenn.—John Moore's saw mill; estimated loss \$1000.

Headsville, Texas.—Breed & Truitt's cotton gin; loss \$5000.

Holland, Texas.—Thompson & Murphree's cotton gin; loss about \$8000.

Irwinton, Ga.—D. P. & E. J. Holliman's gin, grist mill and saw mill.

Kaufman, Texas.—Peter Crook's gin at Long's Prairie; loss about \$2000.

Kingsland, Ark.—J. W. Doster's planing mill; estimated loss \$5000.

Lithonia, Ga.—B. U. Johnson's cotton gin; loss about \$2000.

Little Rock, Ark.—Arkansas Deaf Mute Institute; loss about \$200,000. Address S. P. Turner, secretary.

Lockhart, Texas.—Blanks, Sons & Co.'s cotton gin and mill.

Meridian, Texas.—Merrivale gin, owned by Marshall Guthrie.

Meriwether, Ga.—Mrs. M. J. Sammons' cotton gin.

McIntyre, Ga.—D. P. Holloman & Bro.'s cotton gin; loss about \$2000.

Norfolk, Va.—C. H. Hostettters' saw mill at West Norfolk.

Orange, Texas.—The A. Gilmer Lumber Mill; estimated loss \$160,000.

Rhoma, Texas.—Cameron Mill & Elevator Co.'s plant.

Roanoke, Va.—George W. Ammen's steam laundry; loss \$2500.

Rochelle, Ga.—H. Erskine's saw mill.

Statesville, N. C.—R. E. King's roller flour mill; estimated loss \$4000.

St. Joseph, La.—Marx & Goldberg's cotton gin in Tensas parish; loss about \$1500.

Thomaston, Ga.—Charles Howell's gin.

Vildo, Tenn.—John Moore's saw mill; loss about \$1000.

Yantis, Texas.—Frank Britton's cotton gin.

#### BUILDING NOTES.

Baltimore, Md.—Bank Building.—The Geo. A. Fuller Co. of Chicago has received contract to erect the 10-story building of the Guardian Trust & Deposit Co.; building will contain four elevators and be modern in all its appointments. Baldwin & Pennington prepared plans.

Bainbridge, Ga.—Hotel.—T. C. Wainman of Pennsylvania will erect a large hotel in Bainbridge.

Birmingham, Ala.—Roundhouse.—The Birmingham Railway & Electric Co. will rebuild a brick and stone roundhouse to replace the one reported recently as burned; loss on burned plant \$55,000.

Bluefield, W. Va.—Dormitory.—The board of regents of the Bluefield Colored Institute will erect a two-story frame dormitory; W. M. Mahood, secretary.

Bristol, Va.—Government Building.—Smith & Wilson have contract for construction of a government building at Bristol, for which \$50,000 was appropriated.

Charleston, Mo.—Courthouse.—Mississippi county will issue \$25,000 of bonds for erection of new courthouse. Address "County Clerk."

Chattanooga, Tenn.—Business Block.—The Cincinnati (Ohio) Investment Co. is having plans made for erection of a \$40,000 business block in Chattanooga.

Chattanooga, Tenn.—Club Building.—The Mountain City Club contemplates the erection of a \$25,000 building.

Fairmont, W. Va.—Depot.—The Baltimore & Ohio Railroad Co. will erect depot at Fairmont; John K. Cowen, president, Baltimore, Md.

Fayetteville, N. C.—Dwellings.—The Hope Mills (N. C.) Manufacturing Co. will erect eight tenement-houses at Fayetteville.

Galveston, Texas.—Office Building.—The Improvement Loan & Trust Co. has awarded contract to James T. Taylor for the erection of a five-story fireproof office building to cost \$75,000.

Grafton, W. Va.—Depot.—The Baltimore & Ohio Railroad Co. will erect a large depot at Grafton; John K. Cowen, president, Baltimore, Md.

Greensboro, N. C.—Jail.—A new jail will be erected. Address W. C. Boren, chairman county commissioners.

Greenville, S. C.—Flats Building.—The Mountain City Land & Improvement Co.

will erect a frame flats building to cost \$6000.

Hot Springs, Ark.—Depot.—The Little Rock, Hot Springs & Western Railroad Co. will erect a depot at Hot Springs, two stories, 80x24 feet. Address Col. S. W. Fordyce.

Houston, Texas.—Buildings.—O. H. P. Rudesill & Son are preparing plans for two brick buildings for Col. J. H. Bennett.

Joplin, Mo.—Flats Building.—A. O. Nichols has had plans prepared for a two-story brick and stone flats building, heated by steam, and to have modern conveniences in the way of bathrooms, water and light service, etc.; cost \$20,000.

Kansas City, Mo.—Opera-house.—Ed Butler of St. Louis is reported as to erect an opera-house in Kansas City.

Kansas City, Mo.—Warehouse.—O. Fleming of Fort Wayne, Ind., will erect a five-story brick warehouse in Kansas City to cost \$18,000 and to be occupied by the Dempster Mill Manufacturing Co. of Beatrice, Neb., manufacturer of pumps, windmills and engines.

Louisville, Ky.—Engine-houses.—George H. Romell has received contract at \$5494 for erection of engine-house; also contract awarded to Joseph Sibley at \$5800 for erection of engine-house.

Macon, Ga.—Hotel.—Plans have been prepared for the proposed tourists' hotel. Address T. Skelton Jones.

Mayfield, Ky.—Sanitarium.—A company with capital stock of \$100,000 will be formed to erect a sanitarium. Address Dr. A. J. Alexander, who is interested.

Mobile, Ala.—Clubhouse.—The Fidelity Club will erect a new clubhouse.

Montgomery, Ala.—School.—Golucke & Stewart of Atlanta, Ga., have prepared plans for eight-room school building to cost \$20,000 at Montgomery.

Morgantown, W. Va.—University Buildings.—The West Virginia University will erect additional buildings, including a library of stone, and fireproof, an armory of stone 80x120 feet and a mechanic arts building of brick and stone.

New Martinsville, W. Va.—School.—Sealed bids will be received until October 10 at office of E. B. Snodgrass for building a schoolhouse. Plans and specifications can be seen at Mr. Snodgrass' office or at the store of Williams & Ankrom. Usual rights reserved.

New Orleans, La.—College Buildings.—The Jesuit College will erect a new four-story building and improve the old building by the erection of an additional story; estimated cost \$45,000. Address Rev. Father Brislen, president.

Norfolk, Va.—Hospital.—J. Edwin R. Carpenter is preparing plans and contract has been awarded to Frank May for rebuilding the St. Vincent's Hospital; building will have four stories, with metal roofing.

Richmond, Va.—Depot.—Wilson Bros. & Co. of Philadelphia, Pa., have prepared plans for the proposed \$150,000 depot for the Seaboard Air Line and the Chesapeake & Ohio Railroad companies.

Savannah, Ga.—Hotel.—Plans have been prepared by Percy Sugden and contract awarded to A. C. Scott for the erection of 30-room brick hotel to cost \$10,000.

Sheffield, Ala.—Depot.—The Southern Railway Co. will erect a new brick and stone depot 40x200 feet. Address W. H. Peddle, general superintendent of maintenance, Washington, D. C.

Sherman, Texas—Clubhouse.—The Sherman Country Club has been organized, with C. A. Lyon, president; M. L. Kelly, secretary, and will expend \$20,000 in the erection of clubhouse, construction of artificial lake, etc.

Washington, D. C.—Building.—George B. Post of New York, N. Y., has prepared plans for the new department of justice building, which will be four stories, fireproof, and cost about \$900,000. Address Attorney-General Griggs.

Washington, D. C.—Buildings.—Permits issued to Harry E. Weaver for five three-story dwellings, press-brick fronts, flat tin roofs, furnace heat, cost \$18,000; to D. B. Goff, three brick dwellings, two stories, 16x32 feet, brick and stone fronts, flat tin roofs, cost \$6000; to the Tabulating Machine Co. for two-story brick addition to cost \$6000.

Waynesville, N. C.—Hotel.—Alford & Sloan of Georgia have purchased the White Sulphur Hotel and will install electric lights and steam heat.

Wheeling, W. Va.—The Baltimore & Ohio Railroad Co. has awarded contract to Hallock & Halliday for \$150,000 worth of stone work for the Wheeling depot; John K. Cowen, president, Baltimore, Md.

#### RAILROAD CONSTRUCTION.

##### Railways.

Aberdeen, N. C.—The Moore County & Western Railway Co. has graded eight miles of extension to the line between Aberdeen and Craigtown. The line has been surveyed to the Pee Dee river, a distance of forty-one miles from Aberdeen. Messrs. A. C. Wilcox & Co., 31 Drexel Building, Philadelphia, Pa., are interested in the line.

Belair, La.—The Belair & Gulf Coast Railroad Co. has been incorporated, with \$100,000 capital stock, to construct a line to a point north of the town mentioned.

Belair, Md.—It is reported that a company is being formed to construct an electric railroad from Belair to a connection with the Baltimore & Ohio Railroad at Van Bibber, Md., a distance of seven and one-half miles.

Bristol, Tenn.—The Potts Creek Coal & Iron Co., which includes Hon. J. N. Camden of Parkersburg and Hon. W. A. MacCorkle of Charleston, is reported to have sold its ore lands in Alleghany and Craig counties, Virginia, to the Valley Ore Co., which includes George L. Carter, president of the Virginia Coal, Iron & Coke Co. of Bristol, Tenn., and others. It is stated the purchasers will construct a railroad to connect the property with the Chesapeake & Ohio and the Norfolk & Western systems.

Brookwood, Ala.—The Alabama Consolidated Coal & Iron Co. is conferring with the Louisville & Nashville Railroad Co. with the view of having a branch four miles in length built to coke ovens now being constructed for the company. R. Montfort, at Louisville, is chief engineer of the railroad company.

Chattanooga, Tenn.—The Chattanooga Rapid Transit Co. has completed all but three-quarters of a mile of its electric line between Chattanooga and Chickamauga Park. This road will be about nine miles in length. S. W. Divine is president of the company.

Columbia, S. C.—About five miles of track have been laid upon the extension of the Southern Railroad between Perry and Cayce's station. This line will form a connection between the Southern at Columbia and its recently-acquired Carolina Midland division. W. H. Wells, at Washington, is chief engineer.

Cumberland, Md.—Charles N. Baylous of Philadelphia is reported as interested in a company which proposes constructing an electric road from Cumberland to Uniontown, Pa., a distance of sixty-three miles.

Dallas, Texas.—J. B. Coffinberry of Cleveland, Ohio, is interested in the proposed electric railroad in Dallas, which may be extended to Fort Worth, a distance of thirty miles. The city council is considering the granting of a franchise.

Elkridge, Md.—The Baltimore county commissioners have granted a franchise to the Baltimore & Elkridge Railway Co. to construct its electric line between the points mentioned. Ferdinand C. Dugan and W. C. Hazell are interested in the company.

Jackson, Miss.—The latest report concerning the Gulf & Ship Island Railroad extensions is to the effect that work will begin at once. S. S. Bullis at Gulfport, Miss., is president of the company.

Lake Providence, La.—A contract for grading the Lake Providence & Western Railroad to Mer Rouge, La., has been awarded to Robert Nicholson.

Lexington, Ky.—The Ohio & Kentucky Railway Co. has been receiving bids for contracts for twenty-six miles of line, which represents 11,000 yards of tunnel work, about two miles of piling and 500,000 of trestle and other timber. The company's local office is located at Lexington, Ky. R. M. Broas is general manager.

Montgomery, Ala.—The proposed electric line from Pickett Springs, it is stated, will be built within the next year and the terminus at the Springs converted into a summer resort. The line will be about four miles in length. A. M. Ayres is one of the principal promoters.

Moundsville, Va.—W. F. Shaffer and W. H. Ullum of Wheeling, W. Va., are interested in a proposed railroad to be built near Moundsville through a part of Marshall county. A franchise has been secured from the county commissioners.

Nacogdoches, Texas.—The town of Nacogdoches has agreed to the necessary terms to secure the extension of the Southern Pacific to it, and contracts for construction, it is stated, will be signed in a few days. It will be on the extension of the Southern Pacific between Cedar and Rockland.

Newlonton, W. Va.—The Buckhannon River Railway Co. has been incorporated to



construct a line in Upshur county along a portion of the Buckhannon river. Among those interested are Henry H. Lewis of Newlinton and J. P. Morrison of Indian Camp, W. Va.

Orlando, Fla.—It is announced that another extension of the Tavares & Gulf Railroad is to be built during the coming year. It is now constructed from Tavares to Winter Garden, thirty-one miles. J. C. Tucker at Orlando, Fla., is general manager.

Palestine, Texas.—About fifteen miles of the Calvert, Waco & Brazos Valley Railroad have been completed between Calvert and Lewis Station. The entire length of the road is to be seventy-five miles, and will extend from Lewis to Waco. J. C. Trammell at Palestine is chief engineer of the company.

Raleigh, N. C.—Surveys are now in progress for the Raleigh & Eastern Railroad, which is being promoted from Raleigh to a connection with either the Seaboard Air Line or the Atlantic Coast Line. T. M. T. McKennan of Chase City, Va., is engineer in charge.

Raleigh, N. C.—It is announced that the Southern Railway Co. has determined to replace the present rails on the North Carolina Railroad from Goldsboro to Greensboro with 85-pound rails. The distance is 130 miles. W. H. Wells at Washington is engineer of the company.

Romney, W. Va.—S. M. Manifold of York, Pa., one of the promoters of the South Potomac Railroad, informs the Manufacturers' Record that the charter of this company allows it to build for a distance of seventy-five miles from Romney to a point on the West Virginia State line.

Southern Pines, N. C.—The Fayetteville & Albemarle Railway Co. is making arrangements with the American Promoting & Trust Co. of Boston to sell \$500,000 in bonds to finance the construction of this line. The road is proposed between Fayetteville and Southern Pines, a distance of fifty miles.

Tifton, Ga.—The Tifton, Thomasville & Gulf Railroad Co. has decided to issue \$1,000,000 in bonds to complete its line from Thomasville to Tallahassee, Fla., which will give it a seacoast terminus. The extension from Thomasville will be thirty-five miles in length. W. A. Heath is manager of the company at Tifton.

Wharton, Texas.—Surveys are now being made in the interest of the New York, Texas & Mexican Railroad from Wharton into Matagorda county. This line, if built, will be in the interest of Southern Pacific system, of which William G. Van Vleet at Houston is general manager. W. T. Taylor at Wharton is especially interested in the matter.

Wheeling, W. Va.—A report is current that the Baltimore & Ohio may construct an extra track between Wheeling and Grafton, W. Va., a distance of 100 miles. F. D. Underwood at Baltimore is general manager of the company.

Wilkesboro, N. C.—The question of constructing an electric railroad from Wilkesboro to Taylorsville is now under consideration. The mayor at Wilkesboro may be addressed.

## Machinery, Proposals and Supplies Wanted.

**Manufacturers and others in need of machinery of any kind are requested to consult our advertising columns, and if they cannot find just what they wish, if they will send us particulars as to the kind of machinery needed we will make their wants known free of cost, and in this way secure the attention of machinery manufacturers throughout the country. The MANUFACTURERS' RECORD has received during the week the following particulars as to machinery that is wanted.**

Acid Chambers.—E. H. & J. A. Meadows Co., New Berne, N. C., wants to communicate with manufacturers of acid chambers with furnaces complete (for pyrites and sulphur).

Air Compressor.—See "Engines, etc."

Bakers' Machinery.—A. Studentowsky & Co., St. Petersburg, Russia, want to communicate with manufacturers of bakers' machinery.

Beltting.—See "Saw-mill Machinery."

Boller.—P. J. Weimer, Dyersburg, Tenn., is in the market for new or second-hand boiler of 100 horse-power.

Boiler and Engine.—D. H. Warlick, Gran-

ite Falls, N. C., is in the market for new or good second-hand boiler and engine of fifteen to twenty horse-power; mounted on wheels preferred.

Boiler and Engine.—See "Mining Equipment."

Brick Machinery.—"Brick Works," care of Manufacturers' Record, Baltimore, Md., wants large-size wet pan for brick works.

Building Material.—J. D. Collins, Ocean Springs, Miss., desires to correspond with manufacturers of all kinds of building material.

Cash-delivery System.—H. M. Harder, Greenville, N. C., wants to purchase or rent a cash-delivery system for store.

Confectioners' Vacuum Pan.—See "Sugar-mill Machinery."

Crates.—John A. Allebrand, Florence, S. C., wants addresses of manufacturers of crate trimmings for berry crates.

Crusher and Rolls.—See "Mining Equipment."

Drill.—See "Woodworking Machinery."

Electric-light Plant.—The city of North Wilkesboro, N. C., wants bids on an electric-light plant. Address J. B. Horton, town clerk.

Electric-light Plant.—J. F. Kerner, Kernersville, N. C., wants to buy plant for generating light.

Electric-light Plant.—The city of Christiansburg, Va., will want bids about December 1 for construction of \$10,000 electric-light plant. Address Geo. W. Walters, clerk.

Electric-light Plant.—The Georgia Railroad Co., W. S. Brand, superintendent, Augusta, Ga., wants to establish an electric plant for lighting yards, shops and depots.

Engine.—See "Saw-mill Machinery."

Engine.—See "Steam Hammer."

Engine.—F. E. Church Co., Agan Building, Cambridge, N. Y., wants a five-horse-power gas or oil engine.

Engine Equipment.—Prof. F. E. Daniels, St. John's College, Annapolis, Md., desires to purchase a complete set of castings for a steam or gas engine from one to three horse-power (gas engine preferred).

Engines, etc.—James & Co., Chattanooga, Tenn., are in the market for two hoisting engines, thirty to forty horse-power; also a second-hand air compressor.

Folding Chairs.—A. J. Poulson, Homeland, Fla., wants catalogues and prices of folding chairs in lots of fifty or 100; also of folding camp stools.

Gas Engine.—See "Engine."

General Machinery.—W. Sonesson & Co., Malmö, Sweden, and Copenhagen, Denmark, want to communicate with American manufacturers of wrought-iron tubing, cast-iron pipe, tools, shafting, wood and metal-working machinery, belting, oils, etc. M. Winkler (of the firm) will be in Philadelphia, Pa., October 10 to 12, and may be addressed care of the Commercial Museum.

Iron Workers.—E. L. Propst, Asheville, N. C., wants to correspond with manufacturers of light castings, also manufacturers that handle patented articles on royalty, made of sheet iron and casting.

Iron-working Machinery.—See "Telephone Factory."

Jacks.—See "Railway Equipment."

Knitting Mill.—James W. Baker, Kymulga, Ala., desires to correspond with manufacturers of knitting machinery.

Lighting Plant.—See "Electric-light Plant."

Macadamizing.—Sealed proposals will be opened October 17 by Bradley county, Tennessee, for the construction of ninety-five miles of macadam or gravel roads, after plans and specifications on file. Plans, etc., will be on exhibition at engineer's office in Cleveland, Tenn., after October 5. Address F. A. Dunham, engineer, for further particulars.

Machine-shop Apparatus.—See "Steam Hammer."

Mining Equipment.—I. W. Walter, 2123 Morris avenue, Birmingham, Ala., needs one second-hand rock crusher and two pairs of rolls to handle the ore after passing crusher.

Mining Equipment.—Acworth Mining & Development Co. will need boiler, engine, hoisting gear, small tools, etc. Address C. H. Brandon, Nashville, Tenn.

Oil Engine.—See "Engine."

Paper.—J. W. Jackson, Lexington, N. C., wants the addresses of manufacturers of paper and pasteboard.

Pasteboard.—See "Paper."

Plating Outfit.—F. E. Church Co., Agan Building, Cambridge, N. Y., wants plating outfit and japanning oven.

Pulleys and Shafting.—See "Saw-mill Machinery."

Railway Equipment.—C. B. Wilburn, president Chattanooga, Rome & Southern Railroad Co., Rome, Ga., wants addresses of makers and firms handling hydraulic jacks for railroad use.

Road Contract.—See "Macadamizing."

Saw Mill.—G. R. Strother, Cotton Town, Tenn., may need some belting, pulleys and other machinery for saw and shingle mill.

Saw-mill Machinery.—W. D. Street, Orange, Texas, wants one saw frame, four headblocks, one 52-inch saw and forty feet of carriage, second-hand.

Saw-mill Machinery.—T. C. Ware, Mill Point, W. Va., will be in the market for 50-horse-power engine, planers, cut-off saws, rip saws, pulleys, shafting, hangers, belting, etc.

Sewerage System.—Proposals will be received until October 18 for construction of sewerage system at Newnan, Ga.; N. Wilson Davis, engineer.

Shafting and Pulleys.—See "Telephone Factory."

Shingle Mill.—See "Saw Mill."

Steam Hammer.—E. Keeler Co., Williamsport, Pa., is in the market for second-hand steam hammer, and second-hand 200-horse-power Corliss engine.

Sugar-mill Machinery.—I. Greenspon, Radford, Va., wants a new or second-hand small-size steam vacuum pan for confectioners' use.

Telephone Factory.—Sumter Telephone Manufacturing Co., F. C. Manning, secretary, Sumter, S. C., is in the market for steam plant, iron and woodworking machinery, shafting, pulleys, etc., for complete telephone factory.

Water Works.—E. S. Harrison, mayor, Thomson, Ga., wants to correspond with manufacturers of water-works machinery.

Woodworking Machinery.—F. E. Church Co., Agan Building, Cambridge, N. Y., wants a small engine lathe and band saw.

Woodworking Machinery.—Crescent White Lime Works, Fayetteville, Ark., may want machinery for manufacture of cooperage, a steam drill and other machinery.

Woodworking Machinery.—See "Telephone Factory."

Woodworking Machinery.—John N. Allebrand, Florence, S. C., wants a second-hand resaw that will split a board fourteen inches wide and under; also a second-hand double or single surfacer that will surface stock as short as eighteen inches and three-eighths thick up to six inches thick and twenty-four inches wide.

## TRADE NOTES.

An Ideal Lubricant Trial Free.—Messrs. Adam Cook's Sons, 313 West street, New York, make a liberal proposition to superintendents of motive power having trouble with motors by frequent stoppages, constant reabbtting of bearings, burnt-out armatures, etc. They will furnish, entirely free of expense, a sufficient quantity of their Albany electric-motor compound (a barrel if need be) for a thorough test, confident that the result will prove it to be the ideal lubricant for this valuable class of machinery. The compound can be used on any kind of motor on the market, and is meeting with splendid success on the electric train of the New York, New Haven & Hartford Railroad, running at a speed of fifty miles an hour; also on other electric roads.

Dismantling Exposition Buildings.—A unique establishment is that of the Chicago (Ill.) House Wrecking Co., which purchases abandoned plants, buildings being torn down and construction work of all kinds that is to be dismantled. This material is then sorted thoroughly, and, when necessary, put in perfect repair for further use. The company's customers are located in all parts of the world. The latest large dismantling undertaken is that of the Omaha (Neb.) Exposition buildings and complement. It will take 2000 freight cars to transport the material to Chicago. The charges will be about \$65,000, and the labor on the grounds will involve probably \$70,000. A few brief sentences will give an idea of the miscellaneous lot of goods that will be offered as an outcome of this dismantling contract. There are 12,000,000 feet of lumber in the buildings, sixty miles of piping, 100,000 staff and plaster statues, translucent gelatine run on gauze wires and beautifully colored, used as windows, complete fire department, many launches and gondolas, thousands of magnificent and rare plants and 1000 varieties of fish and turtles that were placed in a lagoon and multiplied rapidly. The com-

pany expects that this lot of material and goods will be well scattered in less than a year. Machinery and materials of every description handled by the Chicago House Wrecking Co. Send for literature if you are interested.

## TRADE LITERATURE.

Insulated and Bare Wires.—The St. Louis (Mo.) Electrical Supply Co., 911 Market street, has issued a price-list of its insulated and bare wires.

Wire Rope and Electrical Conductors.—The old-established and widely-known John A. Roebling's Sons Co. of Trenton, N. J., manufactures a complete line of copper and iron telegraph wire that is much in demand. The company's recent booklet presents a full list and description of its wire rope, wire, electrical conductors, etc.

About Exhaust Heads.—A very convincing little circular is that issued by the B. F. Sturtevant Co. of Boston regarding its exhaust heads, which shows that by the utilization of centrifugal force in the operation of this head the water is thrown outward with 1000 times the force exerted upon the steam, and is thereby absolutely separated from it.

Expanded Metal.—One of the most improved materials that is finding its way steadily to a wide use in the building trades is expanded metal. Information concerning this metal is of importance to contractors for structures of all kinds. A copy of "Doings of Expanded Metal" may be obtained by addressing the New York Expanded Metal Co. of 256 Broadway, New York city.

Mathematical Instruments.—The use of mathematical instruments is constantly widening. In many professions and in manufacturing establishments there is a demand for the most approved instruments, apparatus and supplies that the world can furnish. One of the most complete catalogues that has been issued in this line is that of the firm of Messrs. F. Weber & Co., 5 N. Charles street, Baltimore, Md., manufacturers and importers. This house was established forty years ago, and its experience enables it to present to users the highest attainments in the line of mechanical instruments. Send for abstract of general catalogue, or any further information.

In re Twist Drills, Reamers, etc.—The 1899 manual of the Standard Tool Co. of Cleveland, Ohio, is worthy a place in the vest-pocket of every present or prospective user of twist drills, reamers, spring cutters, flat spring and riveted keys, special tools, etc., all of which this concern manufactures. The tables and useful information presented in the booklet are at all times of use to users of the tools and material mentioned. Some idea of the information given is conveyed in the titles "Table of Equivalents for Millimeter Drill Gauge and Fractional Sizes;" "Weight of Bar Steel Per Foot;" "Table of Standard Dimensions in Wrought Iron Welded Steam, Gas and Water Pipe;" "Tap Drills, etc."

Electrical Supply.—The Western Electrical Supply Co. of St. Louis has obtained the exclusive Western and Southwestern agency for Van Dorn & Dutton of Cleveland, Ohio, one of the largest manufacturers of gears, pinions, track-cleaners, etc., in the country. They have been unusually successful with this line of goods, especially throughout the Southwest. The Western Company is already exclusive sales agents for the Ohio Brass Co., John A. Roebling's Sons Co., J. M. Atkinson & Co., W. H. Sills Mica Co., St. Louis Register Co., Forest City Electric Co., embracing a complete line of street-railway supplies and material of every description. The company's 125-page catalogue has been issued, devoted exclusively to street-railway supplies. It has been carefully compiled and indexed. It will be mailed upon application.

Centrifugal Machines.—The introduction of the catalogue before us states that its first aim is to place before those who are considering the use of centrifugal machines for separating fluids from solid matters the peculiar merits of the Weston type. Also to deal with the Weston type in detail as to construction, believing that it will be of interest not only to those who are prospective purchasers of such machines, but also to those who are already using them. An experience of thirty years in the manufacture of centrifugal machines has resulted in the production of a type that can be relied upon to withstand wear and perform duty continuously with but slight attention. Mr. Henry G. Morris of 926 Drexel Building, Philadelphia, Pa., issues the catalogue re-



ferred to herein and solicits inquiries for all forms of sugar machinery, vacuum pans, grala driers, etc., upon which estimates will be furnished promptly.

**Shooters' Handy-Book.**—The King Powder Co. and the Peters Cartridge Co. have issued a handy-book almost every year for some six or eight years past, and the demand for it has become permanent. The tenth edition has new features which will make it even more valuable than any of its predecessors in the eyes of the shooting fraternity. The synopsis of the game laws, giving the open seasons in all the States, Territories and British America, are compiled from the laws themselves and with very great care. The trap rules are all up to date, and there is much valuable information as to how to organize and conduct gun clubs and tournaments. "Hints to Beginners on Guns and Game," by Jack Parker, is of special interest to the younger members of the shooting fraternity. The covers of this book are handsomely illuminated by the trichromatic process. Sent free on application to the King Powder Co. or the Peters Cartridge Co., Cincinnati, Ohio, and New York, or to any of their numerous agencies.

**Westinghouse Gas Engines.**—It was in a very quiet way that the Westinghouse Machine Co. announced in '86 that it had evolved a series of gas engines. This line was the result of experimental work extending over a period of six years, and the engines offered had been thoroughly tested and could be safely accepted as embodying in every particular the highest degree of excellence. The success of these engines was immediate, and their use today is widening even more rapidly than has been the case in past years. The Westinghouse Company's facilities for producing these engines are being trebled just at present because of the urgent demand for them. The superior construction and design of cylinders, pistons, connecting rods, crankshafts, bearings, etc., unquestionably achieved much of the success with which these engines met. The latest catalogue anent the engines in reference is most complete in its character, its illustrations and descriptions being perfect. Write the home office at Pittsburg, Pa., for a catalogue.

**"Monogram" Blowers and Exhausters.**—The "Monogram" type of Sturtevant fan is essentially a volume fan, although designed for operation against considerable resistance. Only the standard forms of construction are illustrated in the new catalogue, but reference is made to numerous special types, which can be furnished to order for specific applications. It is to a great extent the peculiar adaptability of the "Monogram" type that renders it of such importance as an adjunct to many manufacturing processes. Its construction as either blower or exhauster also broadens its field of usefulness. The tables of dimensions given are of great value in arranging for the application of such a fan, while those relating to the movement of air are fundamental and authoritative. Evidently, for the most satisfactory application of a fan, all the conditions should be known. It is then possible, in the light of extended experience, to recommend the most desirable and practicable arrangement. Address the B. F. Sturtevant Company, Boston, Mass.

**Disposal of City Wastes.**—One of the most urgent problems of the modern city is the disposal of the garbage, street and other wastes that are a necessary outcome of everyday life. Such wastes are of such a character that they accumulate rapidly, and it becomes urgent, therefore, that in order to maintain comfort and cleanliness (and thereby healthfulness) these wastes be disposed of effectively and economically. The subject of disposal of city wastes received from the late Col. Geo. E. Waring, Jr., probably the first consideration they had heretofore received in a scientific and thorough manner. Colonel Waring's bold innovations, radical reforms, carefully-designed plans and remarkable success are well known to all who are conversant with the municipal progress of the day. A pamphlet entitled "The Disposal of City Wastes" has been issued concerning the subject here referred to by the City Wastes Disposal Co. of 874 Broadway, New York city. The company's purposes are consulting and contracting in sewage disposal, garbage and refuse disposal and street cleaning. The officers are F. M. Gibson, president; G. Everett Hill, vice-president and manager; M. E. Stone, secretary-treasurer, and Wm. L. Church (C. E.), engineer; organized from the staff of Colonel Waring. Municipal officers or others interested in the disposal of city wastes are invited to confer with this company.

## FINANCIAL NEWS.

The Manufacturers' Record invites information about Southern financial matters, items of news about new institutions, dividends declared, securities to be issued, openings for new banks, and general discussions of financial subjects bearing upon Southern matters.

### New Corporations.

At Granby, Mo., the Miners' Bank has been formed, with \$12,000 capital, by J. H. Hughes and others.

The bank which has been organized at Mt. Pleasant, Tenn., has opened for business, with D. W. Shofner, cashier.

Frank P. Harmon and E. W. King are interested in the Bristol Loan & Trust Co., recently located at Bristol, Tenn.

The Co-operative Investment Co. has been formed at Paducah, Ky., with \$10,000 capital, by John T. Lane and others.

The national bank being formed at St. Mary's, W. Va., will be capitalized at \$50,000. W. B. McGregor is one of the promoters.

The Commercial Bank has been commissioned to do business at Chester, S. C., with \$50,000 capital, by A. G. Brice and others.

John B. Diver is president, and Frank Wolverton, vice-president, of the Luxora Banking Co., which has been formed at Luxora, Ark., with \$15,000 capital.

The Pocahontas Bank at Marlinton, W. Va., which has recently been chartered, is capitalized at \$50,000. John T. McGraw of Grafton, W. Va., is among those interested.

### New Securities.

The town of Kirkwood, Mo., has decided to issue \$5000 worth of 4 per cent. bonds for refunding purposes.

The city council of Donaldsonville, La., has under consideration a bond issue for various purposes. The mayor will give further information.

The State of North Carolina will probably issue \$20,000 in bonds for the purpose of buying additional farm property. The treasurer may be addressed at Raleigh, N. C.

The city council of Greenwood, Miss., will probably authorize the issue of bonds in the near future to the extent of \$50,000 for improvements. The mayor will give further information.

The board of county commissioners of Rockingham county, North Carolina, will issue \$8000 in 5 per cent. refunding bonds, and solicits bids. The bonds will be sold at par to the bidder offering the lowest rate of interest. J. A. Scales may be addressed at Wentworth, N. C.

Messrs. Middendorf, Oliver & Co. of Baltimore offer in our advertising columns \$737,000 bonds of the Lexington Railway Co. of Lexington, Ky. These are first mortgage 5 per cent. 50-year gold bonds, with interest payable June 1 and December 1. The Lexington Railway Co. is a consolidation of the street-railway system, the electric-light company and two modern ice factories, making a well-rounded, complete organization, which has since the combination was formed more than fulfilled the expectations of the management. These bonds present a very attractive, safe investment, and the growing population and business of Lexington insure a large and steady increase in the operations of this company.

### Dividends and Interest.

The Louisville Trust Co. has declared a quarterly dividend of 1½ per cent.

The Bank of Donaldsonville, La., has declared a quarterly dividend of 4 per cent.

The Pacolet Cotton Manufacturing Co. of Pacolet, S. C., has declared a dividend

of 5 per cent., which makes its total disbursements in dividends during the past twelve months 15 per cent.

The Commonwealth Bank of Baltimore has declared a semi-annual dividend of 2 per cent.

The Magnolia Land & Cattle Co. of Louisville, Ky., has declared a dividend of 7 per cent.

The People's Bank of Greenville, S. C., has declared a dividend of 2 per cent. for the last quarter.

The Columbia Finance & Trust Co. of Louisville has declared a quarterly dividend of 1½ per cent.

The Farmers' National Bank of Annapolis, Md., has declared a semi-annual dividend of 3½ per cent.

The Courtenay Manufacturing Co. of Newry, S. C., has declared a semi-annual dividend of \$3.50 per share. This mill began operations in 1894, and the dividend referred to is its ninth.

### Financial Notes.

Joseph Seybold has been elected president of the Bank of Wheeling, W. Va., and Jacob F. Jefferson, cashier.

The management of the First National Bank of Buchanan, Va., has decided to change the institution into a State bank.

A report is current to the effect that R. C. Flower & Co. of New York have secured an extensive interest in the Atlantic Trust Co. of Baltimore.

The annual election of the Atlantic Clearing House Association resulted in the appointment of P. Romare, president; C. A. Collier, vice-president, and Darwin G. Jones, manager.

Of Interest to City Engineers and Street Contractors.—Mr. W. B. Jones, manager of the Globe Paint & Roofing Co. of Cincinnati, reported great strides in the use of his company's bituminous filler for brick and granite streets. City civil engineers who are interested in securing a filler which is absolutely impervious to moisture, is elastic, adhesive and not so affected by temperature as to flow into the gutters, will do well to write to above company for "Filler Facts" and a sample of Trinidad asphalt bitumen, which will be mailed gratis. Contractors who have street paving to do in which the specifications call for the use of straight-run coal tar, pitch or any bituminous mixture will find it to their interest to write for quotations.

**Artesian-well Pumps.**—Water supply is an important question. The use of water from artesian wells was handicapped for many years by reason of inadequate machinery for pumping. Great difficulty was formerly found in pumping deep-drilled wells, and it is even most probable that had it not been for the difficulty mentioned a general adoption of artesian wells for city supply and manufacturing purposes would have resulted. However, the Downie Pump Co. of Downieville, Pa., manufactures a line of pumps for artesian-well service that are durable, economical, efficient and, in fact, give every satisfaction that the most exacting could require. The company's '99 catalogue describes its double steam pumps, geared double pumps, double windmill pumps, single-acting steam pumps, gas and gasoline pumping engines, working barrels, valves, pipe, tubing, sucker-rods, etc., all of which it builds.

**Planing-Mill Refuse Disposed Of.**—The first Sturtevant fans were designed for the removal of refuse from shoe-buffing and similar machines. Their use rapidly extended to the handling of all classes of comparatively light material, most prominent among which were the chips, shavings and sawdust from woodworking machinery. Hence the name "planing-mill exhauster" has been generally adopted to designate this style of fan. Nearly forty years of experience in manufacture and application have been brought to bear in perfecting its design and enhancing its value as an accessory to a host of manufacturing processes. Lightness, strength and rigidity have been combined with the elements of durability and of adaptability to continuous operation in the making of a machine whose use proves its worth. Address the B. F. Sturtevant Co. of Boston, Mass., the manufacturer, for booklet.

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### Niagara Falls Excursions—Low-Rate Vacation Trips via Pennsylvania Railroad.

September 7 and 21 and October 5 and 19 are the dates of the remaining Pennsylvania Railroad popular 10-day excursions to Niagara Falls from Baltimore.

Excursion tickets, good for return passage on any regular train, exclusive of limited express trains, within ten days, will be sold at \$10 from Baltimore. A stop-over will be allowed at Buffalo, Rochester, Canandaigua and Watkins within the limit returning.

A special train of Pullman parlor cars and day coaches will be run with each excursion. An extra charge will be made for parlor seats.

An experienced tourist agent and chaplain will accompany each excursion.

Tickets for a side trip to the Thousand Islands (Alexandria Bay) will be sold from Rochester in connection with excursions of September 7 and 21, good to return to Rochester or to Canandaigua via Syracuse within five days, at rate of \$5.50.

Tickets for a side trip to Toronto will be sold at Niagara Falls for \$1 on September 23. In connection with excursion of September 7, tickets will be sold to Toronto and return at reduced rates, account Toronto Fair.

For pamphlets giving full information and hotels, and for time of connecting trains, apply to nearest ticket agent, or address B. Courlander, Jr., passenger agent, Baltimore and Calvert streets, Baltimore.